

# MOTOR AGE

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\$2.00 Per Year

## CRANKY MOTOR AIR SHIPS

**S**T LOUIS, Mo., Nov. 26—About 10,000 people, the largest crowd that ever entered the aeronautic concourse, saw the Prosper-Lambert of Francois in the air for the first time last week.

Hippolyte Francois and his first engineer, Moucheraud, climbed into the ear amidst cheers. Moucheraud cranked the four-cylinder engine; ballast was removed, allowing the ship to rise; but it was held at a height of about 100 feet by the rope in the hands of concourse employes and volunteers. Then Francois threw in the clutch, the big paddles revolved rapidly and the monster craft moved slowly along the direction of the north fence of the concourse, followed by those at the end of the rope.

Francois endeavored to demonstrate, or test, his steering method. He did so, in part, successfully by stopping the paddles on one side, allowing the paddles on the opposite side to revolve. Everything was going well and the crowd expected every moment to hear the command to ease off the rope when the unfortunate accident occurred. The frame work of the bottom of the car broke and the paddles coming in contact with the projecting part were crippled so that they ceased to revolve. There was nothing to do but to pull the great ship down to the ground and put it back in the aerodrome, where the necessary repairs could be made for a flight the next day.

On Tuesday Francois was ready as promised and announced that he would make a free flight. The ship was brought forth from the aerodrome while many thousand cheers rang lustily, but the crowd grew impatient while an hour was consumed in final preparations. When at last the engine was started and ballast removed the biggest motor airship

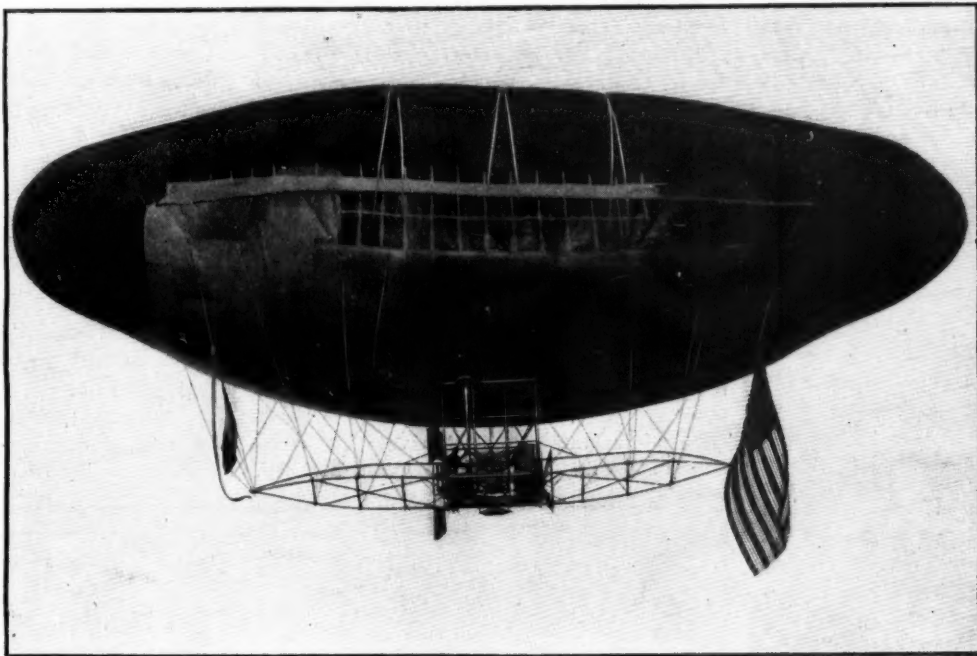
rose slowly a few feet in the air, then settled down again. More ballast was dispensed with and the ship was soon clear of the ground about 20 feet, while the paddles revolved rapidly. The craft moved in the direction of the fence and Schneider, second engineer, called through a megaphone to the crowd something in broken English. He meant "Let go the rope!" but all did not understand soon enough and the Prosper-Lambert sailed dangerously near to the top

Paradoxical, though it may seem, the misfortunes of the French aeronaut encouraged Benbow to make another flight in his Montana Butterfly. Benbow made his flight a few days later. His purpose was to sail to the Plaza St. Louis and back to the concourse, but a novel accident prevented him from proceeding further than a tree outside the fence.

After thoroughly testing his engine, Benbow cast off ballast and rose to a height of about 75 feet on the anchor rope. The wind was blowing rather strongly, but the aerial motorists called out to cast off the anchor. This anchor proved his undoing, for no sooner had he cleared the fence of the concourse than the anchor caught upon a tree, checking his hurried flight so suddenly that he was nearly thrown from his basket. The rudder was torn and broken by collision with the tree. The ship tossed violently in the wind and the crowd cheered as Benbow calmly threw down a rope, while clinging to his ship with one hand.

Benbow's flight was only another failure, but he showed that he has the cool nerve and ability to act quickly, which is so essential to the character of one who would motor in the air.

Last Tuesday, after remaining in the air for 45 minutes, the Montana Butterfly was steered safely to the ground in an open field 3 miles southeast of the aeronautic concourse. The flight was fairly successful, but did not entirely represent travel controlled by the motor of the airship, because a leak in the gasoline tank put the engine out of business very soon after the start. Benbow was also handicapped by having too much gas in the balloon. During the time that the motor was in operation the ship made good head-

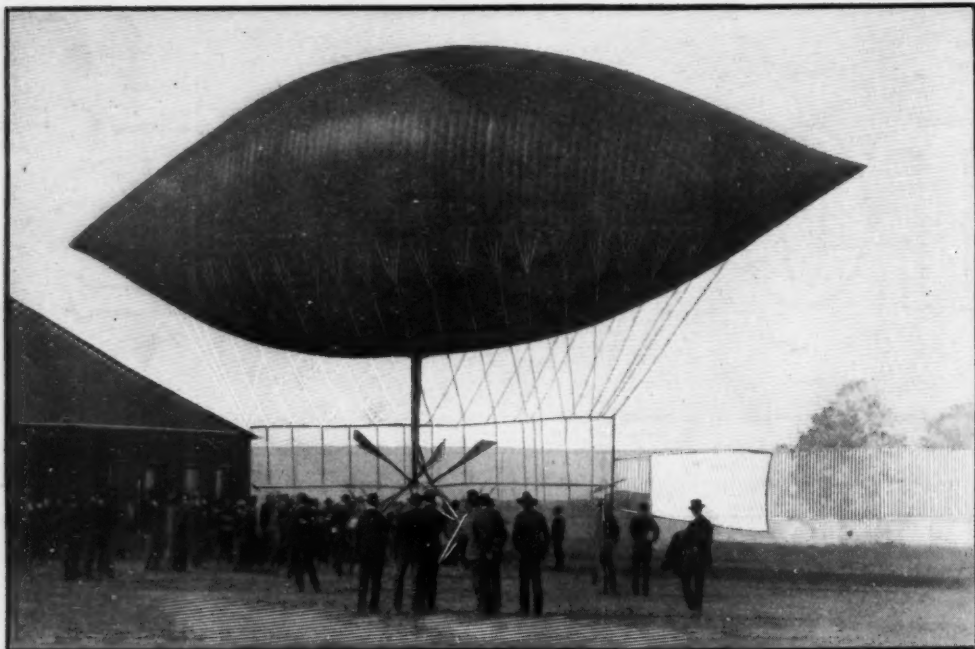


THE PROSPER-LAMBERT AIR SHIP IN FLIGHT

of the high fence. The two aeronauts saw the danger, but were not quite quick enough in throwing out sand, so that the forward frame work smashed into the fence, breaking the 4 by 4-inch wood pieces and bending the aluminum part of the forward frame.

The ship was finally hauled to the ground, but there was more trouble ahead. While the ship was being hauled back into the aerodrome the top of the silk bag scraped on the runway of the great door, tearing a large hole. The gas escaped and soon the immense bag was limp and empty on the floor. But the Frenchman has plenty of pluck and energy and immediately began to repair the damage, with a view of making another trial, being satisfied that he has a successful machine.





THE MONTANA BUTTERFLY READY TO ASCEND

way against heavy wind and answered its rudder excellently.

The Prosper-Lambert of Francois has a gas bag 105 feet in length, 35 feet in diameter, with a capacity of 65,000 cubic feet. This bag weighs 902 pounds and the car weighs 1,474 pounds. The motor is a four-cylinder, 28-horsepower Panhard, weighing 286 pounds.

The Montana Butterfly, invented by T. C. Benbow, is a much smaller craft. The gas bag has a capacity of 14,000 cubic feet, is 72 feet in length and 21 feet in diameter. It is equipped with a specially constructed four-cylinder, air-cooled motor of 10-horsepower, weighing 130 pounds.

#### OLDS LOSES AND WINS

New York, Nov. 30—It was announced officially today that Referee Pardington, of the Eagle Rock hill climbing contest, has awarded first prize in the \$850 class to C. C. Henry, who drove a Cadillac up the hill in 4:33%, as against George Paddock, Oldsmobile, who made the course in 3:06%. This giving of first place to Henry is on account of the fact that Paddock's machine was a stripped car, whereas the rules required full equipment. The racing board of the A. A. A. also considered and decided the protest against the Rainey car which won the price handicap at the election day meet at the Empire City track, and, Messrs. Birdsall and Riker of the technical committee having reported that the Rainey car was not a stock machine, it was disqualified and first place given to L. C. Hutchinson, Oldsmobile runabout, and second place to R. G. Howell, Oldsmobile touring runabout.

#### THOMAS BEAT THE WINTON

Baltimore, Md., Nov. 25—The races at Electric park yesterday were marred by numerous punctures and very chilly and windy weather. While the management cannot be held responsible for the weather conditions, it is to be blamed in a large measure for the tire punctures, which were due to broken glass found all over the track. About a fortnight ago during a snow storm almost every electric light globe around the track was broken, and it was only a few days ago that the track was swept, but not sufficiently so to get all the glass away. The only interesting event of the afternoon was the race between three Thomas cars and a

Winton. The distance of this race was 3 miles and during almost 2¾ miles the 20-horsepower Winton kept the lead. At the beginning of the last quarter Thomas Goodman, driving the Thomas, forged ahead and won by a short distance in 6:08.

#### KULICK WANTS RECORDS

New York, Nov. 28—Frank Kulick, the alert little record-breaker, has made the announcement that he is to go out after world's records from 1 to 5 miles on the straightaway course at Ormond, Fla., at the coming meet. It is said he will make his dash against the world's figures on a new Ford racer of 70 horsepower, and, if his plans materialize, as he expects, he may make some figures that will stand for some time to come.

Many owners are talking of taking their cars to Ormond to use them for drivers on the 20-mile stretch of level beach during tournament week. It will be of interest to such to learn that W. J. Morgan has arranged for the Clyde steamship line to carry cars at a rate of \$1.93, crated or uncrated, to Jacksonville, thence to Ormond by the Florida East Coast Railroad.

The tournament manager is also in negotiation for a fast freight train to carry the racing cars from the show, leaving on Friday of show week and reaching Ormond Sunday afternoon.

Mr. Morgan is now sounding the motor boat trade in an endeavor to ascertain what support the water carnival at Lake Worth, February 1 to 3, will have in the way of entries. It is designed to have at least four boat races each day, and Mr. Morgan is seeking the advice of those most interested as to the best program to be made up and the best manner in which to conduct the carnival. As soon as he has received the answers from these inquiries he will begin making up the list of events and the prizes therefor.

Mrs. Howard Gould has offered through the A. A. A. a \$1,000 cup for a 100-mile race at Ormond to be competed for only by amateurs owning and driving their machines.

#### GORDON BENNETT ENTRIES

New York, Nov. 28—Although entries for the American team in the James Gordon Bennett race are to close on December 15 with the racing committee of the Automobile Club of America none has yet been made. Inquiries, however, have been made on behalf of H. E. Thomas, of Chicago, who has commissioned A. L. Riker, of the Locomobile Co. of America, to design and have built for him an 80-horsepower Locomobile racer. The entry of the new 90-horsepower Pope-Toledo, which is also an aspirant for Ormond records next January, is assured. It also appears certain that among the candidates will be a Columbia to be driven by Eddie Bald, a Peerless to be piloted by Barney Oldfield, a White intended for Webb Jay, and a new Simplex to be built for Frank Croker. There are rumors galore of other cars in course of construction or to be built, including notably Walter Christie's new double engine car and a Ford heavy-weight flyer; but those mentioned above seem to be the only ones at present reasonably sure to be nominated.

#### TEXANS RACE STOCK CARS

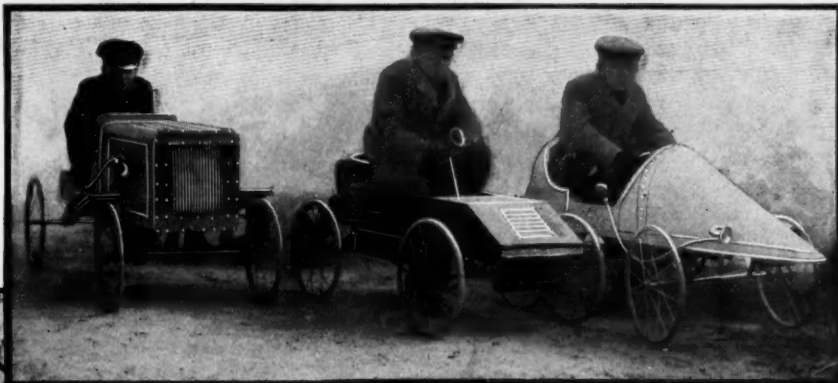
Houston, Tex., Nov. 23—The second annual race meet conducted by Houston motorists was held this afternoon on the half-mile track of the Houston Driving Club and was attended by several thousand spectators. The races were interesting from a local point of view but



WEBB JAY IN THE WHITE STEAMER WITH WHICH HE ESTABLISHED THE AMERICAN CAR RECORD ON EAGLE ROCK HILL THANKSGIVING DAY



the real feature was the participation of E. H. R. Green, of Dallas, Tex., president of the Texas Midland Railroad, who brought with him three cars and a number of drivers and attendants. The enthusiastic Dallas automobilist had the satisfaction of having two of his cars win the



car in its entirety and while points were attributed to the finish, the elegance and the comfort of the body, it was a secondary matter, the greatest attention being given to the chassis and the motor. Some body makers had repeatedly asked that a competition be arranged,



WINNER OF THE PANHARD RACE

A PANHARD, THE WINTON BULLET II AND THE PACKARD GRAY WOLF  
THE BOYS' AUTOMOBILE RACES ON CONEY ISLAND BOULEVARD

STARTING A RACE OF PANHARDS

two principal events. In the first one, Green started a 10-horsepower Franklin car, while S. H. Boren also drove a Franklin, and J. R. Stuart a 20-horsepower Winton. The distance of the race was 5 miles and the driver of Green's Franklin immediately went to the front. For 2 miles Boren kept pretty close behind the leader; then his car went wrong and he gave up. The Winton finished the race but was laps behind the Franklin, which covered the 5 miles in 8:14 $\frac{1}{2}$ .

In the 5-mile race for touring cars up to 20 horsepower, Green entered a Pope-Toledo; Howard Hughes a Peerless, and Percy Pierce a Pierce-Arrow. The Peerless went to the front first, but before a quarter of a mile had been run, the Pope-Toledo passed it. At 2 $\frac{1}{2}$  miles the Pierce car was lapped and after another mile had been run the Peerless also had lost a lap. The Pope-Toledo thus crossed the tape an easy winner, having made the 5 miles in 7:32 $\frac{1}{2}$ .

The other races were won by W. A. Burkett, in an Oldsmobile; J. R. Stuart, in a Winton, and G. W. Hawkins in an Oldsmobile.

#### DARRACQ'S STRING OF RECORDS

Paris, France, Nov. 15—By breaking the world's kilometer flying start record on the road from Ostend to Snaerskerke, in Belgium, yesterday, Baras achieved the aim of the Darracq people, which was to become the holder of both kilometer flying start record and mile standing start record in all classes of racing cars. Baras clipped off  $\frac{1}{4}$  of a second from the record made by Rigolly on the big Gobron-Brillie, and now the kilometer flying start record is 21 $\frac{1}{2}$  seconds, equal to a speed of 104.57 miles an hour. Baras also holds the mile standing start record for big cars, his time being 48 $\frac{1}{2}$  seconds. A few days ago Hemery, on a light Darracq racer, broke the mile standing start record for this class of cars by covering the standard distance in 51 $\frac{1}{2}$  seconds, or at a

rate of speed of 78.34 miles per hour, and incidentally breaking the former record, established by Henriot on a Clement-Bayard at Ostend last year in 56 seconds. A few days previous to this successful attempt at the mile record, Hemery broke the kilometer record. The records in the voiturette class were made by Villemain, on Darracq machines, the kilometer in 33 seconds and the mile standing start in 1 minute 21 $\frac{1}{2}$  seconds. Thus the six short distance records of any consequence in Europe are held by drivers of Darracq cars.

#### PASS WIDE TIRE LAW

Buffalo, N. Y., Nov. 28—Erie county officials gradually are awakening to the advantages of good roads, well kept. At a recent meeting the supervisors passed a resolution that farmers must use wagon wheel tires 3 $\frac{1}{2}$  inches wide for loads of from 2,000 to 3,500 pounds and tires 4 inches wide for loads of more than 3,500 pounds.

The Niagara county supervisors also are being prodded by the motorists of Lockport along the line of good roads. There is a stretch of highway 5 miles long between Millersport and Lockport which takes all the pleasure out of a run from this city to the Niagara county capital. Last week several motorists of Buffalo accepted the invitation of a leading Lockport enthusiast to go to that city and take the supervisors out for a ride over that stretch. The solons were shaken considerably during the trip, and the motorists are hoping that they realize fully the importance of improving that bit of road.

#### A CONTEST OF BODIES

Paris, France, Nov. 15—The first body competition in France is being arranged by l'Auto, and the idea is welcomed by the makers of bodies and automobiles, as it is thought some great results will derive from this competition. Heretofore competitions generally covered the

in which only the body of the car would be considered and they had promised to produce new models. There seemed to be no desire either on the part of the Automobile Club of France or even the committees having charge of the shows to entertain such a proposition. It seems that the complaint of tourists traveling in foreign countries, and the criticism in American trade papers against the heavy foreign touring cars, have had sufficient influence with the people of l'Auto to have them take the first step in the matter of a concours for bodies.

The regulations are now being prepared and it is expected that the Automobile Club of France will give its patronage to the undertaking. Like with the competitions of cars, there will be classes among the bodies, all according to the price. It is also possible that there will be a subdivision according to the seating capacity.

#### HELD TOY AUTOMOBILE RACE

Brooklyn, N. Y., Nov. 26—Lawrence Abraham, president of the Long Island Automobile Club, through Abraham & Straus, the big department store firm, of which he is a member, put through successfully to-day on the Coney Island cycle path a toy automobile contest, following the plan of a similar event promoted in Paris a year ago. Five hundred boys between 8 and 12 years of age were on hand to enter the competition. Two hundred of them actually competed. All but two of the toy automobiles were furnished by the promoters.

The course was 100 yards. Five boys were started in a heat. The nine who scored the fastest times will compete in a final over the same course next Saturday. The times scored ranged from 24 to 29 seconds. An enormous crowd witnessed the contest. A big boom in toy automobiles resulted. Every Brooklyn boy now has issued an ultimatum demanding one for Christmas.

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A careful review of the results of the Eagle Rock climb on Thanksgiving day as published in MOTOR AGE last week; a comparison of the figures scored by the different cars in the different classes, shows that the closely contested climb was on the whole a demonstration highly creditable to American cars and encouraging to the American industry. In the excitement of the struggle among the high powered European cars for supremacy and the record and of the duel between Vanderbilt and Bernin for the ownership of the new top notch figures for the hill the really wonderful work of the American cars was robbed of the attention and emphasis it really deserved.

There were great doings all down the American line. Even in competition in the classes that included the highest powered and highest priced imported cars American machines of far lower power and far less cost gained laurels little less meritorious than those won in the Vanderbilt cup race and at the Empire City course at the two meets that wound up the track racing season. The most remarkable performance in these classes, all things considered, was that of the White steamer, which though of but 15 horsepower and listing at but \$2,500, about one-sixth of the price of its chief imported competitors, made the climb in 1:22%, was beaten by but four of the European cars, and finished but 2% seconds behind the fastest of them. The performance of Frank Croker with his 75-horsepower Simplex, which made the climb in 1:29% despite a drive on a flat tire the last quarter of the journey, was another notable feat to the credit of American cars. It is to be remembered always that the former record of the hill was 1:36% and that it was held by a 60 horsepower imported car that once was the possessor of the world's mile straightaway record.

The comparison between the performances of the American and European cars and between the records of this year and last by way of showing the relative improvement in speed and climbing power will, however, be perhaps better shown by giving aggregate and average figures than by citing individual performances, however meritorious.

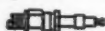
In the highest power and price classes there were 7 European and 4 American cars to com-

were seven European and four American cars to compete. The seven Europeans averaged 1:26 and the seven Americans 1:41% for the mile climb. The average horsepower of the former, however, was 70½, as against 46.

In six out of seven classes, where competitions were made up entirely of American cars, former records were lowered. In these classes there was a cut of the average record of the winners from 3:43 to 2:39½, an improvement of 1:03½ to the mile or over 33½ per cent. Including the class, in which the record was not broken, this year's average time of the winners was 2:44, as against 3:31, a gain of 47 seconds to the mile.

The results of the climb showed an improvement so far as the winning American cars went of 34.17 per cent in the electric, 49.01 in the steam and 21.88 in the gasoline classes as compared with 16.56 per cent improvement by the winning European car over last year's Vanderbilt-Mors record.

It must not be forgotten, either, in considering these results that in none of the classes was there an American speed car of champion calibre, while the quartette of European top notchers needed only the addition of the Shanley Mercedes to have made up a complete team of the fastest five imported cars in this country.



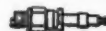
In its issue of last week MOTOR AGE published a complete illustrated story of the Eagle Rock Hill climb on Thanksgiving day, which was also MOTOR AGE publication day. The edition was mailed Friday, which was as early as it could have been mailed with or without the story, on account of the fact that the Chicago postoffice will not under any circumstances handle any outgoing second-class mail matter except the daily papers on national holidays.

The paper reached all subscribers in the middle west on Saturday, and reached New York and New England Sunday. Only one other automobile paper of last week made any attempt to publish this story, and no paper published illustrations from photographs taken at the contest; yet the New York papers were subject to the same production and mailing conditions as was MOTOR AGE, and had the best of MOTOR AGE by exactly 1,000 miles.

This is but another addition to the long line of newspaper beats in which MOTOR AGE has published important new stories ahead of all other papers. It would be worthy of extensive comment but for the fact that it has occurred

so often that reference to it simply becomes a recital of the same old story.

There is, however, one point in connection with this continued demonstration of MOTOR AGE enterprise to which attention has never before been called. This is the fact that the success of MOTOR AGE in the publication of big stories quickly is not any more due to the efficiency of the MOTOR AGE staff than it is to the excellent mechanical service rendered by the Peterson Linotype Co., the Columbian Engraving Co. and the Blakely Printing Co., which have in every instance of extraordinarily rapid production co-operated with MOTOR AGE in a way that has made possible results which have in some instances represented the quickest work of the character ever accomplished.



From the records of the city of Paris, it appears that in 1899 there were 1,672 automobiles registered within the

**MOTOR CARS AND ACCIDENTS** city, and that during that year 1,534 persons were killed or injured in the streets. In 1900 there were 3,000 automobiles, while 1,473 persons were killed or injured. There were 5,386 automobiles registered in 1901 and the number of killed or injured was 1,466. In 1902 there were 1,352 persons killed or injured in the streets, and the number of automobiles had increased to 9,207.

These are facts which show that the automobile is not an exceptionally dangerous vehicle. While the number of motor cars increased greatly each year, the number of accidents in the streets steadily decreased. The new form of locomotion has not prevented a consistent lessening of danger in the city streets.

The automobile has been responsible for accidents and for deaths. So has every other means of transportation. As MOTOR AGE has shown by actual figures in previous issues, the

total number of accidents which may be laid directly to automobiles is a very small one in comparison with accidents due to other causes, and in consideration of the number of automobiles in daily use in the large cities.

The total number of street accidents and the character of such accidents do not in any case that may be brought to attention show that the automobile is more dangerous than any other vehicle used in the streets.

All of the records of accidents show one thing, and this is that the congested city street is to a certain extent dangerous, and that this danger is due simply to the congestion, rather than to any particular class of street users, motor driven or horse-drawn vehicles.



Farney Oldfield drives two exhibition miles at San Francisco, Cal.

Cleveland Automobile Club granted sanction to hold local show February 20-25.

Jimmy Michael, the middle-distance bicycle rider, dies on board ship.

Toronto, Canada, councilmen bitter toward automobiles and automobilists.

Toy automobile race held in Brooklyn, N. Y.

Darracq company adds string of records to its credit.

Magnificent club house of the Germantown Automobile Club, of Philadelphia, Pa., formally opened.

New York Motor Club elects S. A. Miles president.

New Jersey automobile law to undergo radical changes this winter.

H. H. Franklin Mfg. Co. moves into new factory building at Syracuse, N. Y.

Frank Kulick to go after 1 and 5-mile records at Ormond.

Syracuse, N. Y., hotel and city authorities buy electric commercial vehicles.

Providence club holds successful hill-climbing contest.

English driver keeps record of cost of running automobile for period of 15 months.





# Jump Sparks

If you cannot win the Bennett or the Vanderbilt cup, you can now take a crack at the Florio cup.

It is rumored that a new licensing association will soon make good trade news for the automobile papers.

Did the dear reader of a real up-to-date paper ever read something like this: "The race will occur last Thursday."

The A. L. A. M. has decided that agents of its members shall not sell unlicensed second-hand cars. This is a compliment to unlicensed cars.

Harry Harkness has gone to Europe for a year, and thus it will be 12 more months before that wonderful racer of his is put into competition.

The Touring Club of France has 91,529 members. Either the A. A. A. or the A. M. L. would probably be glad to hire the club's membership committee.

If the Chicago Automobile Club moves out of Hetty Green's building into a home of its own, Hetty is liable to become the Car-nation of the motorphobes.

Francis Wilson is said to wear overalls in the workshop of the New York automobile school. Some actors are in luck to have overalls to wear even on the streets.

It has been decided that anybody may enter the speed trial at Ormond, but if the management does not like your looks, it reserves the right to return your application.

Having had so many requests for information as to "how it is done," MOTOR AGE will soon, for the benefit of fossilized eastern editors, start a correspondence school of scoops.

When the manager of an automobile show proudly announces the fact that he has from 25 to 50 per cent more exhibitors than the year before he doesn't make much of a hit with the newspaper men who have to cover the show.

With the Philadelphia automobile show butting in between the Madison Square garden and Chicago coliseum affairs, and the Ormond race meet doing likewise, the railroad companies will have every reason to bless the automobile.

An Iowa paper says that Otto Anderson will be brought to trial for having maliciously punctured the tire of Professor Barnes' unique automobile. Otto should not be judged until after the degree of uniqueness of the professor's car has been determined.

Not even the announcement of a six-day grind at Madison Square garden can revive the once-popular cycling.

The owner of the Mercedes car which Jenatzy drove to second place in the James Gordon Bennett cup race last June offers the machine for sale at a reasonable price. What's up? Is he looking for a Panhard?

In consideration of the fact that the latest toy is the imitation automobile, with which boys of the present generation run races in

At any rate, "Windy City braggarts" deliver the goods.

Chauffeurs cannot be expected to take kindly to the new device which records all the stops of a livery automobile.

Even if the results cannot be published, a list of entries is better than nothing to some readers, but not to live ones.

As an eastern paper remarked last winter, the lake front breezes in Chicago are certainly conducive to wonderful "stunts."

There is one good thing about "scarlet journalism"—it does not turn green with jealousy.

In its last issue, the Automobile Review says: "Be thankful that you are alive." The Automobile Review must be in a hard way.

At any rate, Automobile Topics made a good bluff at it, and that is more than can be said for any other New York automobile paper.

The wonder is that John Farson, with his light coat and red necktie, has not been arrested as the elusive "Mr. Dove." Perhaps John has an injunction.

From all indications this widespread call from the people for \$500 automobiles will soon be answered in such measure that it can be quickly learned whether the public is bluffing or not.

Now that the Franklin company has organized a foreign department, won't it jar the confident Frenchmen to see a lot of little air-coolers rushing around their beloved Paris?

Bobby Walthour wants to ride a mile on a bicycle behind an automobile in 45 seconds. It was only a few years ago that Bert Harding rode a mile in 2:16 and was called a faker.

The other automobile papers have so silently taken their recent beatings by MOTOR AGE that it is about time for them to break out with a few remarks that are more flowery than complimentary.

Having cleaned up the great hill climbing contests of continental Europe and of England, and the American car classes at Mount Washington, it was not surprising that steam carried off the American honors at Eagle Rock.

Some asinine coward in the east wrote an anonymous letter to MOTOR AGE last week complaining that it was attempting to make readers believe that American automobiles were worth having. Through an anonymous letter is certainly the safest way to roast the American industry.

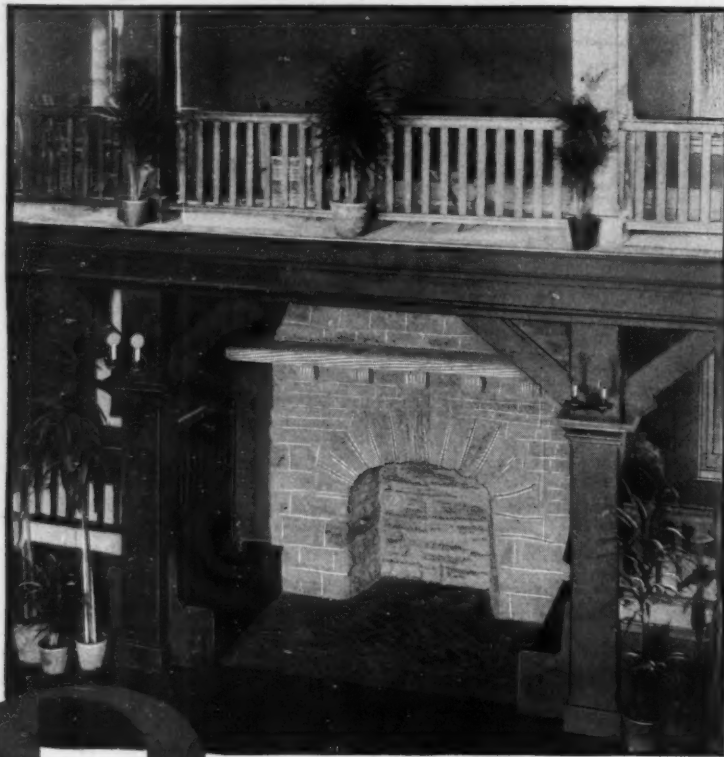


emulation of the big automobile speed contests, it is fair to presume that, previous generations of children having had the rocking horse and velocipede crazes, the next will amuse itself with imitation air-ships.

It is said that horses in the express service in Washington, D. C., are doomed. With the automobile striking this close to the seat of government how long can the prejudiced farmer hope to be in the game?

Having introduced a list of entries by saying that "By the time this paper reaches its readers the Eagle Rock hill climbing contest will have taken place," ye great editor went to his turkey dinner mentally wondering if there was any possible way in which MOTOR AGE could do it this time.

## BEAUTIFUL QUAKER CLUB OPENS



FIRE PLACE IN THE BALL ROOM OF THE NEW CLUB HOUSE OF THE AUTOMOBILE CLUB OF GERMANTOWN

**P**HILADELPHIA, Pa., Nov. 28—Wednesday evening last week the handsome new club house of the Automobile Club of Germantown was opened with a reception and dance which was attended by upwards of 500 of the Quaker City's elect. It is hardly necessary to say that many prominent in local automobiling circles were present, and 'tween dances, after the volumes of praise extolling the beauties of the new club house had been exhausted, the talk was naturally punctured with technical expressions peculiar to the motorist. It couldn't be helped. At a gathering of automobilists and their wives, daughters, sisters and their friends, what more natural than that the devil-wagoners should "talk shop"? It was a brilliant launching of an automobilists' home.

The club house of the Automobile Club of Germantown is an up-to-date automobile club in every sense of the word.

Located in one of the prettiest sections—Pelham—of historic old Germantown, the best known and most beautiful of Philadelphia's many pretty suburbs, and surrounded by beautiful lawns—the lot contains at least 75,000 square feet—

with tennis courts and large trees, the new house has a setting which may be characterized as ideal even now, when the approaching winter has stripped the trees of their leaves; in summer the effect will be enhanced fifty-fold. The Germantowners are indeed to be congratulated, and it was not to be wondered at that the members of the building committee on the night of the opening reception were kept busy acknowledging the numerous metaphorical pats on the back handed them by their guests.

Built in a section where large and handsomely designed residences are the rule, the building

committee insisted that the style of architecture should indicate at a glance that the building was a club house and not a residence. The accompanying photographs will indicate that Architect Joseph M. Huston, who designed the new state capitol at Harrisburg, was successful in catching the committee's idea. Although the result was brought about by a combination of several different styles of architecture, the general effect may be said to be Spanish. The builders have followed the designs to the letter, and, although the massive rough stone entrances and stairways leading to

the terrace on which the club house is located were not completed in time to be included in the photograph, the numerous radical departures from the usual lines are apparent.

In shape the building is an L, of Indiana limestone, the main front on Emlen street measuring 65 feet, the depth on Carpenter street 45 feet, and the annex—forming the tail of the L—35 by 25 feet. Leading from the street are two stone entrance stairways, joining half way up, with a single broad stone staircase leading to the deep, roomy porch, the roof of which is supported by heavy round columns. There is also a stairway leading from the south end of the porch and a private entrance from the garage to the porch in front of the ladies' apartments.

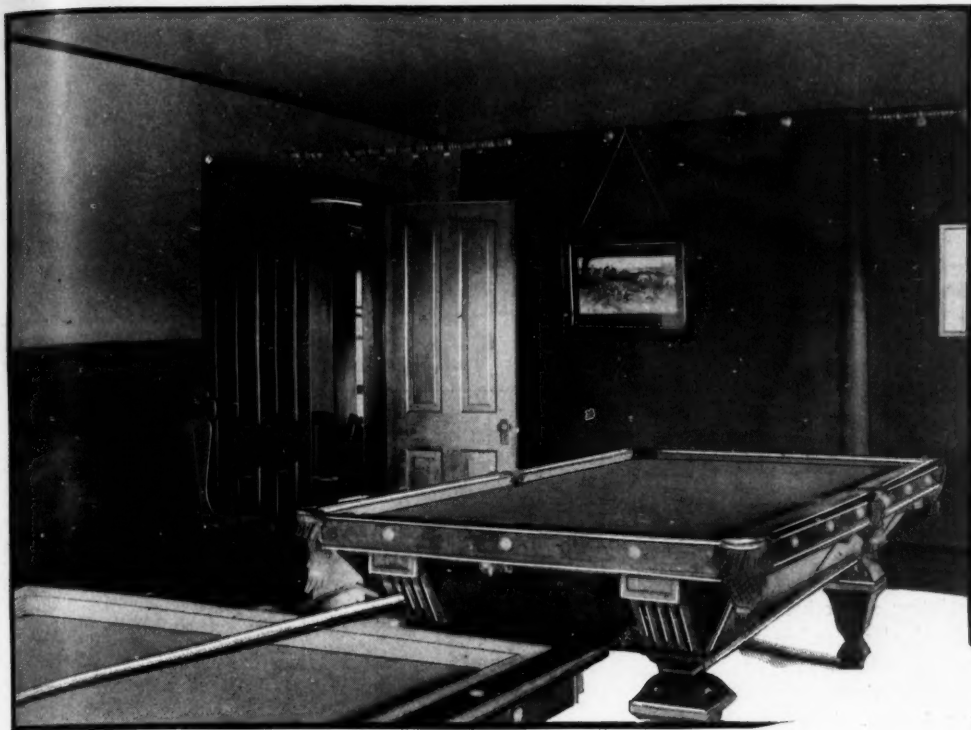
Entering the central door, the visitor's eye is at once struck by the massive appearance of the main hall, finished in heavy Mission style, with furniture of the same design, and a beautiful rough-stone fireplace and mantelpiece, with chimney-seats occupying the center of the rear portion. On either side of the fireplace is an elevated platform for the accommodation of musicians at dances and other festal occasions. This central hall, or ball room, is furnished in a deep Russian red, and its size is accentuated by the fact that it is ceilingless, the heavy polished timbers of the roof of the cupola surmounting the club house being visible from the floor. Around all four sides on the second floor runs a gallery supported by dark wooden arches in Moorish effect, and supporting the room are other heavy arches of like appearance. Not fewer than sixty large incandescent globes are used to light the ball room, and the effect at night is magnificent.

On the first floor, to the right of the main hall, is the cafe, handsomely furnished and with a hunter's green color scheme. Adjoining this are the smoking room and the gentlemen's lavatory, all in hard woods and with polished maple flooring. On the opposite side of the main hall are the ladies' quarters, consisting of a suite of four rooms—parlor, card and dress-



THE NEW CLUB HOUSE OF THE AUTOMOBILE CLUB OF GERMANTOWN





A CORNER OF THE BILLIARD ROOM

ing rooms and lavatory. The furniture of these rooms is of silver gray natural wood in Mission style, the walls being paneled and the color scheme plum yellow. Dainty lace curtains and English windows add much to the coziness of the ladies' corner, which is at all times in charge of a maid.

In the upper floor of the L extension, and separated entirely from the main body of the club house, are the kitchen, pantry, wine cellar and dumb waiter—all in tiled effect. In the kitchen, which is roomy, light and clean, are the most up-to-date facilities for the speedy preparation of lunches and dinners, an immense gas range and an instantaneous water heater being included in the outfit. By separating the kitchen and its accessories from the main club house, all possibility of annoyance from cooking odors is entirely eliminated.

On the second floor, which is reached by two open stairways leading from the rear of the main hall to the gallery, are, on the one side, the billiard and pool room, with locker room for the tennis-playing members, shower baths and gentlemen's toilet, and on the other a suite of four bedrooms—the bachelors' quarters, the Germantowners call them. Here the member who has been abandoned by his family for the summer may sojourn until its return. Adjoining these to the rear are the janitor's quarters.

In the summer time the roof of the deep and roomy porch, which is surrounded by a railway, will be converted into a palm garden, where members may lunch outdoors after a long and dusty ride. Awnings will help out the shade afforded by the 10 foot overhang of the eaves, which extends entirely around the house. Under the eaves are fitted numerous electric lights, which will provide ample illumination. The house, by the way, is electrically lighted throughout, no gas being used except in the ranges and the patent water heater.

To no portion of the club house did the building committee and the architect devote more time than to the garage. This is, of course, located in the basement, a winding drive leading from the street to the entrance, which is on the south side of the main building.

While accommodations ample for the storage of twenty machines was provided for, the space at the disposal of the members is so judiciously utilized as to call forth many expressions of admiration from the crowd of automobilists present on the opening night. Besides a repair pit and a washing stand for automobiles, there are lubricating oil and toilet rooms and lockers for members, while under the porch is a well-fitted-up workshop where members may make small repairs. The gasoline tank is installed 40 feet away from the house, and has a capacity of 1,100 gallons. By a system of piping and a long-distance pump outfit, tanks may be filled just outside the entrance to the garage.

In the basement, but separated from the garage and its attendant odors, are the bowling alleys, in which are two alleys of regulation sizes. Speaking of odors, their entrance into the main body of the club house is absolutely

impossible owing to the fact that there is no direct entrance to the garage from the house. Besides, by a unique system of ventilators and electric fans, all odors are carried at once to the chimneys and thence to the outer air.

Steam heat, supplied from a plant over a mile distant, keeps the house comfortable during the most severe weather, and incidentally reduces the dangers from fire.

East of the club house are four regulation size tennis courts, at which game many of the members and their wives and daughters are experts.

A system of house telephones connected with a switchboard in charge of one of the attendants, and which in turn is connected with the local and long distance systems of both the Bell and Keystone companies, is another of the numerous conveniences of the club house.

When the club was organized, less than a year ago, a limit of 100 was placed upon the membership. This limit was reached long before the house was finished, and, with a waiting list of nearly half a hundred, the board of governors, with a dearth of storage space in the garage already staring them in the face, are actually seriously considering the advisability of erecting an addition to the new club house—and it is hardly a week old!

The financing of the scheme—which meant the raising of about \$25,000, of which about \$6,000 represents the cost of the ground—was done within the club, not a dollar's worth of the bonds being held by any but club members.

One of the advantages of membership in the Germantown club is the system of bulk purchases of tires, oils and other necessities by the club, and the retailing thereof at a small profit to members.

The building committee, which came in for all manner of kind words at last Wednesday night's opening, is composed of Robert P. Hooper, chairman; Charles H. Thompson, Harry W. Butterworth, Harry K. Duffus and Thomas B. Prosser. The entertainment committee, which had charge of the opening night ceremonies, was made up of Charles H. Thompson, chairman; Frederick B. Swope and Dunbar Shewell.



ENTRANCE TO THE GARAGE IN THE BASEMENT

## PROVIDENCE HILL-CLIMB

### Local Club Promotes Contest which Is Competed in by Three Classes of Automobiles

Providence, R. I., Nov. 26—The Rhode Island Automobile Club's annual hill-climbing contest at River Point to-day resulted in several surprises. The course was  $\frac{1}{8}$  mile, and the contest was practically from a standing start, as the hill branches from the main road at an angle through large stone gate posts, prohibiting an approach at anywhere near full speed. Again, the road makes a turn of about 90 degrees about a third the distance to the summit, necessitating very careful driving and perfect control of the machine to round in safety, and keeping the time down materially.

In spite of these drawbacks, the Stanley steamer, owned and driven by B. F. Blackinton, of Providence, made the ascent in 47 $\frac{1}{2}$  seconds, while L. N. Baldwin, in a Stanley, went up in 52 seconds. In the heavy gasoline class, J. L. Snow, driving Harry Martin's Peerless, and A. E. Adams, driving a Pope-Toledo belonging to W. F. Foss, of Boston, both made the hill in 48 seconds. In the run over on the tie, Snow put his machine over the tape in 46 seconds flat, Adams following with a time of 48 $\frac{1}{2}$  seconds.

A prize for time irrespective of class had been offered by C. Prescott Knight, a member of the club, in addition to the \$50 and \$25 silver cups for first and second prizes in each class, offered by the club, and the Knight \$100 silver cup, which must be won three times to become the property of any one man, was awarded to B. F. Blackinton. Mr. Martin, owner of the 46-second gasoline car, announced his determination to protest against the decision, claiming the trophy for his car's record. The judges, however, decided that the Stanley driven by Blackinton was entitled to hold the cup for the year, inasmuch as it had made the best time in the straight race.

The prize winners in the several classes were as follows:

Electric—Arthur Feltham, Waverley, time 1:11 $\frac{1}{2}$ , first.

Steam—B. F. Blackinton, Stanley, time :47 $\frac{1}{2}$ ; first; L. N. Baldwin, Stanley, time :52, second.

Gasoline machines costing less than \$1,500—R. Lincoln Lippitt, Franklin, time 1:29, first; Nelson S. Davis, Columbia, time 1:32, second.

Gasoline cars costing \$1,500 or more—Harry Martin, Snow driver, Peerless, time :46, first; W. F. Foss, Adams driver, Pope-Toledo, time :48, second.

### THE CLEVELAND SHOW

Cleveland, O., Nov. 29—The Cleveland Automobile Club has been assigned the week of February 21 for the annual Cleveland automobile show, which, as heretofore, will be held at Grays' armory. This year the show will be conducted directly by a committee representing the newly organized Cleveland Automobile Dealers' Association, instead of by private promoters as in former years. The club lends its name to the enterprise and in return for the resultant advertising it receives a share of the profits. A number of the members of the committee were in favor of holding the show this year in the Central armory, which is considerably larger than

Grays' armory, but this was voted down owing to the undesirable location of the building, as it was feared that it would be impossible to get the patronage of the society people, the mainstay of the enterprise, if it was held there. Owing to the fact that the show is promoted by the dealers themselves; also to the fact that there are more agents in Cleveland than in former years, it is confidently expected that this will be the largest Cleveland show ever held, and there is every probability that many of the exhibitors will be disappointed about securing adequate space to show their goods.

### ADJUST FREIGHT RATES

Washington, D. C., Nov. 26—Automobile manufacturers and those in allied lines will be interested to learn that the interstate commerce commission has ordered an investigation in Chicago on December 4 of numerous petitions filed by the Illinois Manufacturers' Association and other trade organizations, in the official classification territory, complaining of onerous conditions in the uniform bill of lading which carriers propose to put into effect January 1 next. The petitioners, the various carriers by railway in the territory and members of the uniform bill of lading committee have been cited to appear and make full disclosure. Others interested are invited to appear and participate in the hearings. This will give automobile manufacturers a chance to make their little complaint, and it is presumed they will take advantage of the opportunity to air their views on this important subject.

### AVERAGED 10 CENTS THE MILE

Geneva, Switzerland, Nov. 17—The owner of a 16-horsepower Daimler car recently gave some interesting information concerning the expenses he had with his car last year. He drove it 3,392 miles between March and November, 9 months, and generally had three passengers in the car. The weight of the automobile, without passengers, was 3,080 pounds and the maximum speed at which it could be run was 30 miles an hour. It required 1,775 pints of gasoline costing \$63.30 to run the 3,392 miles. Tire expenses amounted to \$177.93; lubricant to \$11.54; repairs and local fees to \$49.70. All told the expenses amounted to \$302.47. It was established that with 2 pints of gasoline a distance of 4 miles was covered on the average. During the time of travel the tourist had only five punctures.

### SHOW SANCTION GRANTED

New York, Nov. 26—The National Association of Automobile Manufacturers has issued a sanction for an automobile show to be held at Cleveland, O., from February 20 to 25, 1905, under the auspices of the Cleveland Automobile Club. The list of sanctioned shows and the dates on which they will be held is as follows: New York, N. Y., January 12-21; Philadelphia, Pa., January 23-28; Chicago, Ill., February 4-11; Detroit, Mich., February 13-18; Cleveland, O., February 20-25; Toronto, Canada, February 27-March 4; Buffalo, N. Y., March 5-11; Boston, Mass., March 13-18; Washington, D. C., March 27-April 5.

### POWER BOAT CARNIVAL

New York, Nov. 28—A week's power boat carnival on the Hudson early next spring is in contemplation by the National Association of Engine and Boat Manufacturers. Races for every class of boats at short and long distances, endurance contests, etc., are proposed.

## COST OF RUNNING A CAR

### English Motorist Keeps Actual Record of All Repairs, Renewals and Other Expenses

London, England, Nov. 19—Leycester Barwell, of Ascot, has kept a record of the expenses he had in running his four-cylinder 12-horsepower Talbot car for a period of 15 months, during which time he drove the car 308 days, covering 13,520 miles, or an average of 43.89 miles a day.

He started to keep track of his mileage and expenses in August, 1903. Up to December 31 of that year he had traveled 3,866 miles in 104 days, while from January 1 to October 30, 1904, he used the car 204 days and covered 9,654 miles. He used his car generally for business purposes, going to London three times a week and then driving back to Ascot, also making an annual trip to Rosshire and back. The latter journey, in August, 1903, was made in 72 hours of actual running time, the distance covered being 1,311 miles, and requiring a consumption of 88.82 American gallons of gasoline, or 1 gallon for 14 $\frac{3}{4}$  miles. Last year the trip was a little longer, 1,320 miles being covered in 64 $\frac{1}{2}$  hours actual running time. Only 72 American gallons of gasoline were used or 1 gallon for 18 $\frac{1}{4}$  miles.

In his expense account the automobilist shows that during the first 12 months, which ended July 31, 1904, his total expenses amounted to \$537.55, and, as his odometer indicated that he traveled 9,600 miles during the 12 months, the average expense per mile was 0.55 cents. His expenses are made up from the following items: New tires and repairs to tires, \$226.70; 705.7 American gallons of gasoline, \$176.04; oil, lubricant, charging accumulators, leathers, sponges, cloth, \$26.23; repairs \$8.27; spark plugs, \$7.73; insurance of all kinds, \$63.05; damage, collision, \$12.10; registration and licenses, \$17.43.

During the first three months of the second year, beginning in August, 1904, Barwell's expenses for 3,920 miles amounted to \$189.43, or .048 cents per mile. The detail of the expenses show that new tires and repairing of tires cost \$80.84; 266.4 American gallons of gasoline, \$57.91; lubricant, oil, charging accumulators, \$6.53; spark plugs, \$6.29; repairs, \$2.16; new commutator, \$13.54; new tremblers and screws \$6.29; insurance for three months, \$15.87. The total amount of expenses to travel 13,520 miles thus amounted to \$726.98, of which \$307.54 applies to tires and \$233.95 to fuel. The average expense per mile was .053 cents, while the average expense for tires was .0227 cents, and that for fuel .0173 cents per mile.

### HERE'S AN IDEA

Portland, Ore., Oct. 29—Portland is the only great city in the country which is within striking distance of a mountain whose summit is perpetually covered with snow. This is Mt. Hood, located about 65 miles from here. "Portlanders do not know what they have in Mt. Hood," said W. W. Cotton, who advises the installation of a line of automobiles to run daily from Portland to the mountain. "They do not appreciate the fact that they have in this great mountain something which no other great city in the United States can boast. Thousands of people from the city have never visited the mountain, although it



is rather at a short distance from here. If some one could only be persuaded to put in a line of large touring cars from Portland Hotel to Mount Hood, it would be the greatest advertising scheme ever introduced. Easterners coming here could ride out into one of the grandest and most sublime mountain countries in America. The scenery between Portland and Hood is grand, and the roads are passable and might be put in better condition for automobile travel with but little expense, making a fine automobile boulevard."

#### NEW PHILIPPINE TARIFF

Washington, D. C., Nov. 26—American automobile manufacturers who are desirous of increasing their sales in the Philippines will be glad to learn that a new tariff for the islands is on the tapis. The collector of customs at Manila has just forwarded to the war department at Washington the full text of the projected revision of the present Philippine tariff and it is now undergoing careful examination at the hands of the bureau of insular affairs, which will make such changes as the experience of the bureau has indicated to be desirable. The next step will be to make public the full text with a view to enabling American manufacturers and exporters to make suggestions and criticisms before the schedules are finally approved by the secretary of war. The present tariff rates on automobiles imported into the Philippines are rather high and it is hoped that in the proposed revision a decided decrease in these rates may be made. Any suggestions automobile manufacturers may make in regard to the proposed new rates will be carefully considered by the government authorities charged with the duty of framing the new schedules.

#### TERRE HAUTE IN THE FIELD

Terre Haute, Ind., Nov. 26—The first automobile which was owned and driven by a resident of this city was a Locomobile steamer brought to the city in 1899 by William McConnell. It created a sensation, and whenever it was seen on the streets crowds would run after it. Before many months had passed people became aware that a new method of locomotion had been born, and instead of showing itself hostile, as other localities, the Terre Haute people were well disposed towards the automobile. Nearly 2 years passed before another car came to town, but it did not remain long. In 1902 the automobile movement took a jump and within a few months several cars were bought, the Oldsmobile and Winton being the machines first seen after the introduction of the steam vehicle. Today there are fifty cars.

As a manufacturing center Terre Haute boasts two concerns, the Terre Haute Automobile Co. and the Standard Wheel Co. The first-named concern was formerly the Chaney Automobile Co., being organized in 1902 by A. Chaney, John S. Cox, Spencer F. Ball, A. H. Donham and Charles Minshall. The concern sold cars and also started an automobile transportation service, having purchased for this purpose a Mobile steamer having a seating capacity for ten persons. In 1903 Chaney retired and the company was reorganized under the name of Terre Haute Automobile Co. The officers are John S. Cox, president and general manager; A. H. Donham, vice-president; S. F. Ball, secretary and treasurer. The Standard Wheel Co. started to build automobiles during last year.

## ADOPTS ELECTRIC RIGS

### Yates Hotel and Police Department of Syracuse Order Electric Vehicles for General Use.

Syracuse, N. Y., Nov. 28—Charles S. Averill, proprietor of the Yates hotel, returned on Saturday from New York city, where he bought two electric busses and two electric baggage wagons to be used at the Yates, beginning January 1. This will be a decided innovation in this city and the vehicles will be the first of the kind in use at a hotel in this state west of Albany. The busses are of the Columbia make and each cost \$3,000. Each will seat ten persons, and the baggage wagons will carry heavy loads. Mr. Averill is enthusiastic on the subject of electric vehicles and thinks electricity will soon take the place of gasoline in propelling all motor cars. He thinks when storage batteries have the capacity of 100 miles they will be adopted.

"We got these vehicles," said Mr. Averill, "because the system has been put to a practical test. The Adams Express Co. has been using electric wagons for carting in Buffalo for a year and a half, and they have met every requirement. In New York the carrying of passengers and heavy draying has long been done by electric vehicles, and the system has worked satisfactorily. In stormy weather the vehicles do better work than can be done by horses where the streets are paved. In good weather, of course, there is no question of their value."

Mayor Fobes is also interested in commercial vehicles and has just returned from a trip to several cities where automobile police patrols are in service. He has decided to get one for Syracuse. At Atlantic City the mayor found the cost of running an automobile patrol did not exceed 20 cents a day. The mayor had this to say upon his return:

"There was some objection to the Atlantic City machine. It was so low that the batteries were in danger when speeding through deep snow. It is simple of operation and does not require much power to run it. The machine cost \$3,500. After leaving Atlantic City we went to Hartford, where there is a machine in operation, and where the factory of the Electric Vehicle Co., which makes them, is located. We saw the Hartford machine in use and spent an afternoon with President Budlong of the company. In both Hartford and Atlantic City the authorities are much pleased with the machines."

A letter has been received from Mayor F. P. Stoy of Atlantic City, in which he says: "The machine has given satisfaction far beyond our expectations, and its purchase has resulted in the saving of considerable money to the city. We have found it a decided improvement in every way over the old horse-drawn vehicle." The figures which accompanied the latter showed that the yearly expenditure for the patrol was \$196.49.

#### IMPORTANT CUSTOM RULING

Washington, D. C., Nov. 26—Last month H. T. Kearney, a Californian residing abroad, arrived in New York, bringing with him a Mercedes car which he wanted to use for touring and which he intended to take back when returning to Europe. He entered the car, giving a value of \$6,818, and gave a bond of \$10,000 to guarantee the reexporta-

tion of the machine within 3 months. The appraiser claimed the value of the car to be \$8,206, and held the machine pending payment by Kearney of a penalty of \$2,000 for having given incorrect valuation on the machine. Kearney engaged counsel and the case was laid before the treasury department. A few days ago Assistant Secretary of the Treasury Armstrong instructed the collector of the port of New York to release the machine, explaining that it was not the intention of the department to penalize automobiles imported in good faith for touring purposes.

#### FRENCHMAN BACKS THE OLDS

Paris, France, Nov. 15—A few days ago a French sportsman, M. A. Dertelle, and Henry Fournier, manager of the French firm which is the agent for the Oldsmobile, had a controversy about the merits of American cars. The Frenchman held it would be impossible for an American car to go through the same hard usage on the European roads as some French cars, and said he was willing to wager a good amount he was right. Fournier took the bet, which it is claimed is for \$20,000, and said that Dertelle could select any one of the Oldsmobiles in his store, and that a 2,500-mile tour of Europe would be made with that particular car. The Frenchman selected a car, which was put aside and will be used for the trip, which is to be started in a few days. Henry Fournier and one of the drivers on the English Oldsmobile tour will go on this continental tour. The following itinerary has been decided upon: Paris, Bordeaux, Marseilles, Genoa, Rome, Venice, Budapest, Vienna, Dresden, Berlin, Hamburg, Amsterdam, Holland, Brussels, and back to Paris. The tour must be completed within 20 days, thus an average of 125 miles a day will have to be made.

#### RECENT INCORPORATIONS

Jersey City, N. J.—National Automobile Co., capital \$250,000. Incorporators Louis B. Daily, H. O. Coughlin and B. Stafford Mantz.

Rochester, N. Y.—Seneca Automobile Co., capital \$10,000; to manufacture motors. Incorporators F. H. Clum, G. W. Robeson and A. H. Dalzell.

St. Louis, Mo.—Union Automobile Mfg. Co., capital stock \$12,000. Incorporators Benjamin B. Hulbert, George H. Martin and George B. Louderback.

Spokane, Wash.—Spokane Motor Co., capital \$50,000; to manufacture motor cars. Incorporators B. W. Wolverton, A. E. Gallagher and Levi Rhodes.

Cleveland, O.—De Mars Electric Vehicle Co., capital \$25,000. Incorporators W. O. De Mars, C. W. Baker, J. R. Blakeslee, H. J. Gibbons and A. M. Barnes.

Zanesville, O.—Auto Garage Electric Construction Co., capital \$5,000. Incorporators C. A. Rosa, J. B. Rhodes, E. F. Triplett, A. A. Douglas and Otto Osborne.

Detroit, Mich.—Hammer Motor Co., capital stock \$10,000, of which \$1,000 is paid in cash and \$2,000 in patents. Stockholders Henry F. Hammer, Leon J. Paszki, Foster W. Allen and Harry W. Niehoolk.

New York, N. Y.—New York Motor Club, for the purpose of promoting the interests of motoring on land and on water. Directors Samuel A. Miles, Sydney B. Bowman, Alden L. McMurry, William J. P. Moore, William J. Morgan, Isaac B. Potter, Frank J. Griffin, Harry A. Lozier, Charles H. Hyde.

## LITTLE STORIES OF TOURING



THE PACKARD TESTING TOURISTS MEET A LITTLE SAND NEAR JONESVILLE, MICH.

### CAUSED A STAMPEDE

Gilbert E. Bailey, a mining engineer of San Francisco, Cal., left last week for a trip into the famous Death valley in an automobile in quest of fabulous gold and silver deposits whose existence has formed the text of lurid tales of riches, told by prospectors who have braved death from thirst in the gloomy desert. Everything went well with the automobile until the motorist had reached Gaviota, 38 miles west of Santa Barbara. The car was speeding over a smooth road, when it encountered a herd of cattle which failed to scatter and the machine was almost destroyed. The leaders of the drove ran past the automobile in great fright, and then the bulk of the herd tried to pass on the narrow road. Faster and faster ran the steers, until the rush became a maddened stampede. Long-horned cattle climbed upon the machine, bent its front wheels, shoved it almost over a steep precipice, while the surge of horns and the panting steers rushed between the machine and a high bank. Bailey used a heavy revolver in attempting to frighten the cattle off. This alone saved his life and that of his wife. The badly damaged automobile is being repaired and in a few days Mr. Bailey will return to the desert.

### TOUGH MOTOR CYCLE TOURING

Sometime ago Sergeant H. W. Capron and Private G. W. Boles left Denver, Colo., on motor bicycles in an attempt to ride to Albuquerque, N. M. After having covered 389 miles in 9 days, whereas it was expected they would ride at least 100 miles daily, the trip was abandoned. In the official report it is shown they rode 86 miles the first day, arriving at Fountain, Colo. While going uphill near Palmer lake, the carbureters became incrustated with ice. The second day they covered 74 miles and had to carry the machines across a wide creek with 4 inches of water in it. The third day out from Denver the highways were so bad that only 60 miles could be run; on the fourth day 18 miles, and a good deal of time was spent in putting in new spokes and new links in a chain. Fifty-eight miles were covered the following day, when the party arrived in Springer, N. M. On the succeeding day no traces of wagon roads could be found and only 22 miles were covered. The test became so hard and tiresome that a day off was

taken and telegrams sent to headquarters in Denver asking if they should continue. They continued their journey the next day and covered 43 miles. On the last day they only made 28 miles, arriving in Ribera, N. M., with the pedals of both machines broken. Telegraphic instructions awaited the army men in Ribera and they returned to Denver by rail.

### TESTING NEW CAR

The fourth of a series of manufacturers' tests with a new model N Packard was successfully completed a few days ago when a car, containing S. D. Waldon, sales manager of the Packard Motor Car Co.; J. H. Brady, manager of the Detroit sales department, and Leon Gleason and I. N. Boles, of the testing department, returned to Detroit after a trip to Chicago and back had been made. The distance traveled as indicated on the cyclometer was 626½ miles, covered in 32½ hours elapsed time and 29 hours 20 minutes actual running time, or more than 21 miles an hour as an average.

The car used was a standard model N, just as it came from the finishing shop, except that prior to starting on the journey the four connecting rods were loosened so that each had sufficient play—about 1-128 inch—to produce a noticeable pound. At 5 o'clock in the morning the start was made from Detroit and the car was driven as hard as the safety of the operators and other conditions would permit. At 9 p. m. of the same day the testers arrived in Chicago. During the run, including the home trip, two inner tubes had to be replaced, the right rear on account of a nail and the left front on account of two spikes and a piece of wire. It required 15 minutes to make the first change and 12 minutes for the second.

The time made for the trip was regarded as good considering the roads, which might be placed in three classes—one-third very good, one-third poor and one-third as bad as will be found anywhere in the United States. The good roads are between Ypsilanti and Clinton, Mich., and Elkhart and Hammond, Ind. Through southern Michigan roads with deep ruts, loose stones and heavy sand were traveled almost exclusively.

By going through the test with the connecting rods loose and pounding at every revolution of the motor, the Packard Motor Car Co. thought that if they did not have a large enough

factor of safety in any of the important parts of the motor, the continued hammering would find the weak spot and thereby accomplish what would not ordinarily come to notice, except after many times the same amount of driving in the hands of ordinary users, and probably not until the middle of the season. There was a noticeable improvement in the action of the motor during the last 200 miles over what it had been during the first 200 miles. In spite of the looseness of the connecting rods, they seemed to be working quite freely and apparently did not absorb enough power to make any apparent reduction in the speed of the car.

The other three tests were quite as severe, although in a different nature. The first one was conducted in the mountains of Pennsylvania, the new car being shipped to New York and driven from there to Philadelphia and up into the mountains around Scranton and Wilkesbarre. There it was subjected to the severest possible test by R. A. Alger, Jr., vice-president, and H. B. Joy, general manager of the company. The second test was made upon a new motor alone, including brake tests at speeds ranging from 400 to 2,500 revolutions per minute. The third test was made with a new car by H. B. Joy, S. D. Waldon, L. W. Conkling and E. W. Roberts, and consisted of a 250-mile run over as bad roads as exist in any part of the country, at as high a rate of speed as was possible considering the safety of the passengers and proper respect for the rights of other users of the roads. It was the idea in this trip to if possible break or injure the running gear and springs if such abuse would accomplish it. The car completed this test in perfect shape with the exception of a cape cart top, with which the car was fitted, which, though closed and strapped to the body, received such hard shocks as to break every one of the steel bows holding it to the body.

### HEARD GOOD REPORTS

Jules A. Montant, of New York, and three friends recently arrived in Paris after having made an extensive tour through Europe in a Panhard car. Including the passengers and their luggage the weight of the 18-horsepower French car was 4,180 pounds. An average of 30 miles an hour was maintained while traveling over the French and some of the Swiss roads during the 5,600 miles. Montant said that the fact that his car had a short chassis made it possible to get through some places where it would have been impossible to travel with one having a long chassis. Another pleasing feature about the car was the detachable limousine body, which permitted the travelers to enjoy the country just as much by bad weather as by good weather when the large windows were opened. Concerning American cars Montant said that he met several parties traveling in cars made in this country and that all reported very favorably about their reliability and running qualities.

### DIFFICULT TOURING

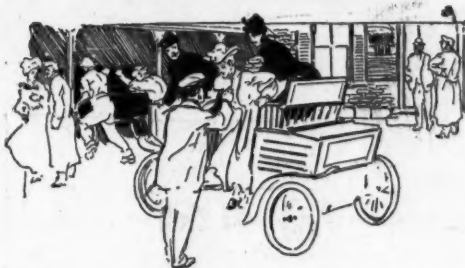
In a recent issue of MOTOR AGE it was reported that William C. Vaughan, of Yokohama, Japan, had started from Buffalo, N. Y., in a Ford car on his way to the Pacific coast. The traveler and his companion, L. G. Whiesell, arrived in East Las Vegas, N. M., November 21. When 2 days out of St. Louis the worst roads imaginable were met and during 200 miles it was necessary to travel on the low gear. From Kansas City to La Junta, Colo., good roads were met. After that, until Trinidad was



reached, the highways were only fair and in some places in bad shape owing to recent rains. From Trinidad to Las Vegas the tourists met with hard work, as every bridge was gone. In going up Raton pass, 3,000 feet in less than 20 miles, they had to make a road in many places and finally came through where horses and wagons had failed. Vaughan and Whiesell camped out every night and spent their time hunting and taking in sights of interest. One night near Springer they were caught in a snow storm and camped under a bank with the thermometer below zero.

#### LUCKY GIRL TOURIST

Miss Nettie M. Brown, of Union City, Ind., arrived in Colorado Springs, Colo., 31½ days after having left Indiana, having traveled nearly 2,000 miles during that time. Miss Brown's parents were in the car, but the young girl drove the machine the entire distance. Miss Brown made all her own repairs on the



road and apparently got along as well as any of the stronger sex could hope to do.

#### SHORTY'S MANY TROUBLES

According to the Gazette, of Burlington, Ia., Shorty Gamble, of that town, recently had an exciting time while on a trip to Kenosha, Wis. Near Tipton, Ia., a tire blew up and as he had no spare tire with him he concluded the best way to get home was to tear up a piece of his undershirt and fix the tire with it. This he did and was able to get to the next town without further trouble. In several villages the

local police officers tried to arrest him on account of driving at a greater speed than permitted by the local ordinance. Instead of stopping his car Gamble tooted his horn and passed by at full speed, compelling those who were in the way to scatter.

#### GOOD AVERAGE

N. M. and B. F. Harris, of Champaign, Ill., went from their home to Detroit in a Packard touring car in 2 days. The distance between the two cities is over 400 miles and the party went over a road passing through the following localities: Tilton, Ill.; Crawfordsville, Muncie, Portland, Ind.; Lima, Ottawa, Toledo, O., and Munroe, Mich.

#### TOURING THE WORLD

William Painter, of Baltimore, Md., on a tour around the world in his 45-horsepower Mercedes car, is at present in San Francisco, Cal. He will travel about the Golden Gate this winter.

## GRIST OF THE LEGAL MILL

**Very Clever, Indeed**—The Aberdeenshire road board, of England, has suggested that a law be passed making it compulsory for manufacturers to paint motor cars in distinctive colors, which are to indicate the speed limit of the car.

**Anti-Drip Law**—A bill was passed by the Board of Supervisors of San Francisco, Cal., making it unlawful to drain oil from the crank case or gear case of any automobile on the public streets or to permit oil to drip from such machines on any pavement when machines are not in motion.

**Amounts to Nothing**—That old chestnut about the resurrection of the antiquated law that would compel automobiles to be preceded by a man on horseback, to give warning of their approach, was recently resurrected in the western part of Pennsylvania. The act in question was designed to regulate the operation of threshing machines and other self-propelled farming implements while in transit on the state's highways, in order to prevent runaways. The law of 1903 fully covers the case, and recognizes the rights of motor vehicles to use the highways without the necessity of such an advance guard.

**Down on Automobiles**—There was a meeting of the county council of Toronto, Canada, last week at which several councilmen spoke harshly about automobiles. It happened during the discussion of Councilor Evans' motion that a petition be presented to the legislature asking that the municipalities controlling the highways be permitted to regulate the speed of automobiles. Evans said there were only a few motorists who drive with care, while a great many drive without regard for anybody. He called these men curs. Another councilman said he thought municipalities should not be given the right to legislate, because it might result in laws being passed which may not all call for the same requirements and thus cause a great deal of inconvenience to automobilists. Councilman Baird said if each municipality should be

given power to regulate automobiles within its territory, and if each municipality should pass a different law, it would effectually prevent the automobilists from using the roads at all. The motion was passed with only one dissenting vote.

**Swiss Roads Closed**—At a meeting of representatives from different Swiss provinces it was decided that certain roads in the Alps and the Jura would be closed to automobiles put up near these roads. A fine of from \$200 to \$1,000 may be imposed and the authorities may confiscate the automobile or motor cycle according to the importance of the infraction of the law.

**Abolish Toll Roads**—An effort will be made this winter to end the existence of plank road and turnpike companies in Onondaga county, N. Y., which charge toll. Assemblyman Cadin last winter intended to introduce such a bill in the legislature but did not on account of the fact that he saw that it could not be passed, influential citizens who are interested in some of the roads getting busy and crushing the movement. Toll roads are considered as relics of the past and no longer necessary since the Higbie-Armstrong law has provided for the care and improvement of the roads of the county. There are five toll roads in Onondaga county. They are the Salina & Central Square Plank

Road Co., the Cicero Turnpike Co., the Fayetteville & Manlius Co., the Liverpool Plank Road Co. and the Syracuse & Jamesville Co. The roads have always paid large dividends.

**Russian Laws**—It has been claimed that there were very few automobiles and motorcycles in Russia. Official statistics show there are 657 cars and motor cycles in St. Petersburg and in consequence it was decided an automobile ordinance has become necessary. The latter will go into effect January 1, 1905, and will require all cars to be licensed and carry numbers. A speed limit will be imposed.

**Will Change Laws**—When the assembly of the state of New Jersey next meets it is quite probable that some very radical amendments to the present automobile laws will be introduced and eventually transferred to the statute books. At the annual meeting of the Cowden County Board of Agriculture, last week, Assemblyman Scovel gave a rough outline of a few amendments he proposed to introduce, and, commenting upon them, said: "The roads in the country were primarily meant for the drivers and people who used vehicles that were not dangerous. Automobiles have come to stay, but those who use them must be governed by some set of laws that will not make them a nuisance to the public. The amendments I propose to introduce are, I think, for the good of all concerned. For instance—anyone violating the automobile ordinance should be arrested without a warrant; the speed limit should be reduced to whatever may be deemed proper, the present 20-miles-an-hour limit being excessive; automobiles traveling in the state should exhibit but one number, that issued by New Jersey, many of them carrying three or even more, and at speed it is impossible to distinguish which was issued by this state. These are some of the points in which the present law is defective. There will be several other amendments, but the above are the more important ones."



A GLIMPSE OF WINTER TOURING ON THE BEAUTIFUL AND SHADED PACIFIC COAST ROADS



### FORGINGS OR CASTINGS

Brooklyn, N. Y.—Editor MOTOR AGE—I am going to build a few small cars and would like your advice as to whether I should use steel castings or drop forgings in parts in which both are used in common practice.—J. J. B.

The proposition depends entirely upon the nature of the piece and the quantity to be made. Generally speaking, it is cheaper to use a steel casting where only a limited number of pieces are required, which would save the cost of dies for a drop forging, the parts not requiring a core a drop forging would be cheaper in quantity lots. Where core work is necessary it would not be possible to use drop forgings to advantage and steel castings will do the work at a less cost. Small drop forgings in large lots will run from  $4\frac{1}{2}$  to 7 cents a pound, while the same piece in cast steel would cost not less than 12 to 14 cents.

### MOTOR SPECIFICATIONS

Worcester, Mass.—Editor MOTOR AGE—I have a 5 by 6-inch twin vertical motor whose inlet valves are  $1\frac{1}{2}$  inches in diameter and whose exhaust valves are  $1\frac{1}{8}$  inches in diameter. All valves are mechanically operated. Are the valves large enough? The flywheel is 22 inches in diameter and weighs 110 pounds. The carbureter is a Kingston of 1-inch size. What horsepower should this motor develop at 600 and at 900 revolutions per minute? Is it powerful enough to propel a 1,700-pound car?—A. O. MACOMBER.

The valve sizes of  $1\frac{1}{2}$ -inch inlet and  $1\frac{1}{8}$ -inch exhaust are not sufficient for high speed. If increased to  $1\frac{3}{8}$  and  $1\frac{1}{4}$  inches respectively the results would be better. The fly wheel diameter is good, but with a motor of the size stated it is advisable to have at least 150 pounds of fly wheel weight to insure smoothness of operation and ability to pick up loads readily. The carbureter is too small for the motor at high speeds. One with an opening of  $1\frac{3}{8}$  inches would be better. At 600 revolutions per minute the motor should develop 12 horsepower, and at 900 revolutions per minute 18 horsepower. This power, placed in an automobile weighing but 1,700 pounds and geared from the motor to the wheels in the ratio of  $3\frac{1}{2}$  to 1, using 32-inch wheels, should carry four average people at the rate of 35 miles an hour and ascend all ordinary grades on the high gear.

### USE OF SQUARE PISTONS

Estero, Fla.—Editor MOTOR AGE—Suppose a gas engine cylinder were made square and the piston closely fitted, but arranged mechanically so as to eliminate side thrust, and thus have only pressureless contact; and in place of compression rings, graphite bars were used with auxiliary springs to maintain contact with

the side walls, would the plumbago wear the walls to a glossy smoothness, and if then renewed would they last for quite awhile? Would such an application of this unctuous material obviate the need of cylinder lubrication? Would compressed graphite be too friable for such an application when high piston speed is used? What would be the effect of the presence of moisture or oil? How would heat affect such graphite bars? Would it affect them expansively? In some experiments I have made along this line it appears that graphite bars while heated are harder than when at atmospheric temperature. Is this the case? What is the fusing point? What kind of metal would be best to make springs from for the graphite bars?—THOMAS P. GAY.

The construction of a square piston is, mechanically, radical and without merit. The cylinder heating surface is much greater than a cylindrical surface containing the same volume. One object in motor design is the reduction of radiating surface per volume. The fitting of such a piston in a cylinder would require considerable time and expense, not considering the packing of the piston. If this construction were possible the rotary gasoline motor would be a success. Springs cannot be used in the cylinder on account of the heat drawing the temper. The plumbago would produce a smoothly working surface but should be used mixed with oil. MOTOR AGE knows of no successful operation of an internal combustion engine of over 1 or 2 horsepower where graphite alone has been the lubricant. The heat of the cylinder would not be sufficient to feaze the graphite, and its expansion need not be considered.

### IGNITION BATTERIES

Chicago, Ill.—Editor MOTOR AGE—Will you kindly advise me which, in your judgment, is the best battery for the ignition system of a large gasoline touring car? I am using — wet storage batteries, but they do not seem to hold up.—J. C. Riley.

MOTOR AGE knows of the successful use of the storage batteries mentioned by the correspondent, and hence advises correspondence with the makers on the matter. It is quite likely that there is some local action in the cell, due to an internal short circuit. It is claimed by many that that type of storage battery using a semi-solid electrolyte has not been an unqualified success.

Lima, O.—Editor MOTOR AGE—Will you please let us know through your columns what you consider the best storage battery to use on a four-cylinder touring car? Also, what is the best anti-freezing compound?—O. L. DE WEESE.

Without attempting to pass absolute final judgment in the case, MOTOR AGE believes that

the most satisfactory source of electrical energy, in the battery line, is an accumulator, and would advise equipping with two sets of 6-volt accumulators, each having an ampere-hour capacity of not less than 40. These should be connected to a double-throw switch, so either set may be used. The better way is to operate on one battery until it is discharged and then switch to the other, in the meanwhile recharging the first battery. Several anti-freezing compounds have been given in the Readers' Clearing House in previous issues, and several ready-prepared compounds are advertised in the advertising columns of MOTOR AGE.

### THE MAKERS AND THE PUBLIC

Hannibal, Mo.—Editor MOTOR AGE—I have read your publication for the past year, believe your weekly paper a good educator, and think the price paid well spent, especially by one intending to enter the automobile world.

I note particularly the general airing the farmer gets, or the city fathers who do not look upon the advent of the horseless carriage with the same interest as the man at the helm. There are two sides to this matter of road right. I am not surprised that a people for whom a road was first made—to be used by the ox and horse—should look with disfavor on the advent of the automobile? Did the city people at first look with favor on the traction engine using our public highways? No; they immediately passed more stringent laws governing them than has yet been imposed on the automobilist.

The one thing that has helped deter the advancement of automobiles is the fact that the prices have made their ownership almost prohibitive except to the rich; and the rich often are not the part of our community to respect the rights of the common users of our country roads. The result has been that some states have passed such stringent laws that the safest place for one's automobile is in his own back yard.

I note in your writings you plead for the manufacturer and the owner of the automobile. What has the manufacturer done for the public? What is he doing today? He is manufacturing a machine and putting it on the market at a tremendous price and profit; then he expects the purchaser to fight the laws, test their constitutionality, make good roads, and keep them up.

This looks very nice on paper, but the man paying the high price for his machine finally gets the "short end." There are thousands today who want automobiles and who are willing to pay a reasonable profit on their cost, but are not willing to be a party to supporting a manufacturer who wants to build his factory, and establish his business on the profit of 1 year's sales. The time is now ripe for some one to produce a good machine at a price within reach of the common people. I notice an article by J. W. Smith in the last issue giving \$500 as the limit for a good machine. I heartily endorse his letter.

No doubt the manufacturers' advertisements constitute one of your greatest revenues and you must have them; but draw away for a few issues and do something for the masses. I would like to hear it explained how the manufacturer expects the public to support the taking of a \$950 machine, putting into it a size larger engine, making a side entrance, and then asking \$2,000 for it.

Did not the recent election demonstrate that



the American people were thinkers? Why, even in Missouri they are thinking. There was a time when the law maker was looking after the bicycle rider's support before he launched his political ship. Why not make it so with the automobilist? It can be done, but not by the manufacturers' present attitude to the public.

There are machines today for from \$500 to \$1,000, and but few of them will make a stiff grade with two or four people in. We want something for say \$500 to \$700 that does not have to have a horse in its combination to draw it up the grades.—J. W. DUNMIRE.

The correspondent has opened several questions which are not of the kind that should be considered for a minute and then settled in the mind. Some of them will bear considerable study from all points of view. On the other hand, some of them are neither new nor complex. The matter of farmers and some law-makers assuming a prejudiced attitude toward the use by the automobile of highways built, as presumed, for the use of oxen and horses, is not surprising and is not serious. It is the natural prejudice against an innovation and it will disappear gradually—completely as soon as the whole public realizes that the roads were built for the use of man and not for the use of horses, and that man may use upon them any agent of travel which he deems best. All published references to the attitude of those prejudiced against automobiles on highways is

not for the purpose of abusing or in any way demeaning those people, but to hasten the disappearance of their prejudice.

Concerning the manufacturer, his products and the prices which he asks for his goods, it is hardly fair to class the automobile makers with hold-up men, or to say that they do not support the cause of their customers. There may be selfish men among automobile manufacturers, as among other business men, but as a class they have shown themselves to be liberal and broadminded. The National Association of Automobile Manufacturers is now preparing a good roads and rational law campaign, and if it undertakes this work it will undoubtedly give it close attention and spend money freely in its pursuit. It must also be borne in mind that most of the manufacturers are personally members of the large clubs and associations, and that tradesmen have helped considerably in the work of such clubs and associations. It should also be noted that the endurance run conducted by the N. A. A. M. in the fall of 1903 was a trying, expensive and almost wonderful demonstration of how good are American motor cars and how bad are American highways.

In the matter of price, makers do not, as a rule, place exorbitant values upon their rigs. There may be occasionally instances in which cars are over-priced, but generally the manufacturers are not charging prices which include excessive profit. But few automobile manu-

facturers have made money. There have been thousands upon thousands of dollars lost in the development of the automobile—probably millions. It will be remade sometime, and sometime prices will be lessened upon certain classes of rigs, perhaps upon all classes. Manufacturing conditions will change and new patterns of rigs will be introduced. There will be automobiles at moderate prices and automobiles at higher prices, just as there are cheap runabouts and expensive broughams and theater buses in the horse-drawn vehicle line today. It is not reasonable to expect that prices will ever decrease to a point at which a large touring car will be sold for the price now asked for a modest runabout. There will undoubtedly be more of the latter built; there is an incessant and increasing demand for light, convenient, simple, reliable cars for ordinary usage. Automobile manufacturers who are equipped for building expensive touring cars cannot be blamed for devoting most of their attention to this class of product so long as there is a great demand for these cars. The fact that makers are producing cars selling at prices which seem high to the ordinary probable purchaser, does not necessarily mean that the maker is reaping a great profit. There may be little or no profit in his business just at present, and he may be writing check after check upon an invested capital in order to pass through the pioneer days preceding the days of commercial reward, which may be some distance away.

## GOSSIP OF THE CLUB MEN

**Garage for Horsemen**—The Brooklyn Riding and Driving Club, a leading social organization of Brooklyn, is projecting a garage with accommodations for 100 cars to be built next to the club riding academy. Automobilists contemplate joining the driving club for its garage advantages—a curious anomaly.

**After Glass Throwers**—At its meeting November 16 the Automobile Club of France decided to donate \$100 to the person or persons who will give information which will lead to the discovery and the ultimate punishment of those who threw nails and glass upon the roads where the motor cycle cup race was run last September.

**International Meeting This Month**—There will be a meeting of the International Association of Automobile Clubs in Paris December 12. The following clubs are to be represented: Automobile Club of France, Automobile Club of Germany, Automobile Club of Great Britain and Ireland, Automobile Club of Austria, Automobile Club of Holland, Automobile Club of Belgium, Automobile Club of Italy-Turin, Automobile Club of Switzerland, Automobile Club of Spain, Automobile Club of America, Automobile Club of Russia-St. Petersburg, Automobile Club of Denmark and Automobile Club of Portugal.

**Talked of Tours**—The Automobile Club of Buffalo members gathered in force in the club rooms Thanksgiving eve to listen to the yarns of those who had toured far from home during the recent season. President Hotchkiss, E. N. Hall and others spoke. Several members had prepared data regarding a number of delightful runs in western New York state and that information will be printed by the club in the form of route cards similar to those used on the St. Louis run.

In this way it is hoped to make the individual experiences and investigations of the club members of value not only to other members of the organizations but to motorists from other parts who may wish to tour in the Niagara frontier country.

**Against Records on Roads**—The board of directors of the Chicago Automobile Club, at a meeting held last Monday, declared against record trials being made without the consent of the municipal authorities. The secretary of the club was instructed to send a notice to all the members of the club to that effect and urged them to drive within the speed limit.

**Lecture by Glidden**—Some 150 members and guests of the Chicago Automobile Club gathered at the club house on Michigan avenue last Saturday to listen to the lecture of Charles J. Glidden, the noted automobile traveler. Mr. Glidden spoke of his experiences through civilized and uncivilized lands. With the aid of a stereopticon 170 views from some of these countries were shown. After the lecture luncheon was served. The Chicago Automobile Club has decided, in view of the success of this lecture, to arrange several others during the coming winter.

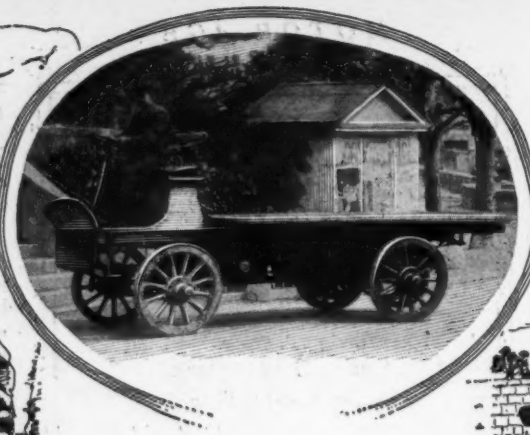
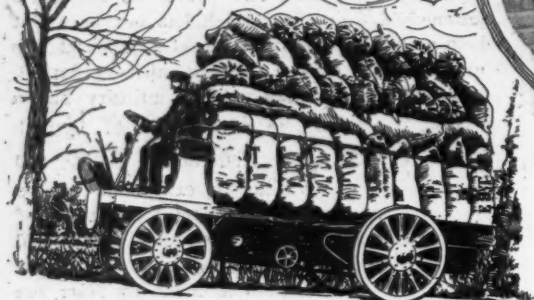
**Much Incensed**—The members of the Massachusetts Automobile Club are much incensed over the recent action of one automobile manufacturer. The club house is located on Boylston street, Boston, and with its recent addition is imposing. Closely adjoining the building is another in which Dowling & Maguire, agents for the Pierce, and the Napier Car Co. have headquarters. In a recent foreign publication there appeared a photograph of the club house with signs of the Napier Car Co. all over the front, giving the idea that the same is the American headquarters

of the English company instead of the house of the Massachusetts Automobile Club. It is understood action has been taken by the board of directors in the premises, but just what cannot be learned.

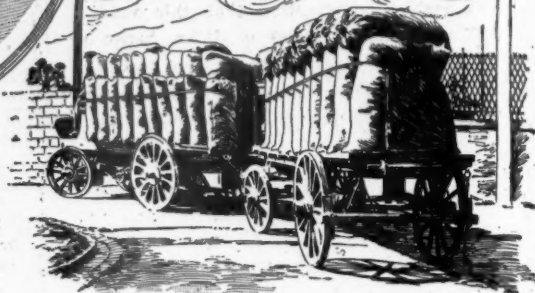
**Damages Against Club**—The Automobile Club of Great Britain and Ireland was ordered to pay \$750 damages to a London agency of a French car because a car which had been entered by the agent in the reliability trials of 1903 was disqualified by the club after the first day's trials, the reason given being that the driver of the car was not registered, as he ought to have been, in the books of the club. The agent claimed that this particular rule had never been made public and furthermore that the action of the club was tardy and did not permit him to secure another driver.

**Miles for President**—The directors of the New York Motor Club have examined several sets of club rooms and will recommend that those offered by Anderson & Price at Bretton hall, Eighty-sixth street and Broadway, be leased. The nominating committee has reported the following ticket to be voted upon at the annual meeting December 8, though opposition tickets will be urged to make things lively: President, S. A. Miles; first vice-president, Charles H. Hyde; second vice-president, W. J. P. Moore; treasurer, A. L. McMurtry; secretary, L. R. Smith; directors, Angus Sinclair, F. J. Griffin, Joseph Cowan and K. C. Pardee. The club now has sixty members. At the annual meeting there will be an automobile biograph exhibition including views of the Vanderbilt cup race, the Mount Washington and Gaillon hill-climbs and the races at Nice. A big smoker on Sunday night following the opening of the Madison Square garden show is in contemplation.

# AUTOMOBILE



# DEVELOPMENT



THE DUFOUT TRUCK

HAULING A LOAD  
OF 9,075 POUNDS  
UP A GRADE OF  
12 PER CENT

LOADED AND CAR-  
RYING A TRAILER,  
TOTAL LOAD 18,-  
000 POUNDS

## LIGHT IN PACKAGES

Some time ago the Concentrated Acetylene Co., of Indianapolis, Ind., introduced the Prest-o-lite gas tank as a substitute for the usual generator of the acetylene head light, this tank being charged with acetylene gas so that by attaching it to the car and connecting with the burner of any lamp, the light could be used instantly, and turned off and relighted as often as desired until the stored charge became exhausted. The convenience of the tank was at once appreciated by automobilists, and an extensive trade was built up in the west during the season just closed.

The tank itself contains 50 cubic feet of compressed gas, being 20 inches long and 6 inches in diameter. The tank is of seamless steel, and has a gauge in one end which is depressed that the gauge may be protected. The tank is provided with two brass bands drilled for screws or bolts so that the tank may be readily attached to any car without machine work. The whole tank weighs 20 pounds. The compressed charge is said to be sufficient to burn two lamps fitted with 1/4-foot burners for 100 hours.

The company sells the tanks charged and complete ready for attachment, and then recharges tanks at a cost which makes the use of the tank instead of a generator perfectly practicable from a standpoint of economy. It is not necessary for the user to return his tank to Indianapolis to be recharged. The company has already established sixty-five agencies in the west, and is canvassing the country with view to placing agencies in all localities. Each of these agents is expected to carry extra tanks on hand, so that a customer may bring in an empty tank and exchange it for one that is newly charged. When a sufficient number of empty tanks have been collected, the agent ships them to Indianapolis for charging. The company expects also to establish a charging station in New York, as a central depot for eastern trade, and another charging station at some prominent trade point in the west. The company has issued a booklet which goes into detail concerning the advantages claimed for the tank system.

## NEW BALDWIN CHAINS

The Baldwin Chain & Mfg. Co., of Worcester, Mass., has brought out its detachable automobile chain in a new form, in which there are fewer parts than formerly, and in which there is less chance of the links becoming detached by accident or through breakage. There are no cotter pins or other similar parts. Each

stud is riveted at one end on alternate sides, and the ends of the inner links are extended to prevent the links from sliding together when in use. This construction renders it impossible for the links to become detached unless they are turned to the right angular position shown in one of the illustrations, which is a position that cannot occur when the chain is running over the sprockets. It is further claimed that the extended ends of the side links tend to limit side movement of the chain when in use. Another improvement in the chain is the rounding of the edges of the links, which helps the chain to seat itself smoothly on the sprockets, and is especially desirable on account of the fact that many users are not careful to maintain the sprockets in alignment. It is obvious that the construction makes the space occupied by the sprocket teeth the same in all links. The company also manufactures a riveted chain in which the extension of the ends of the inside links is a feature just as in the detachable chain, and in which the rounded edge is also noticeable.

## COMPENSATING CARBURETER

A new carbureter of the float feed variety that is commonly called compensating, owing to construction that renders the regulation of the mixture dependent automatically upon the speed of the motor, is being introduced by James McIntosh, 25 Wright street, Cleveland. The float chamber is of usual construction, but is placed low in relation to the mixing chamber, so that water which may collect in its bot-

tom will not be troublesome. The float is readily adjustable in height to allow the correct level of liquids of different specific gravities, and to permit the regulation of the float when the carbureter is new. This adjustment of the float is secured by placing a spring between the float and the lower nut on the spindle, that adjustment of the upper nut may afford a self-locking movement of the float. The check valve controlled by the float is a simple ball valve.

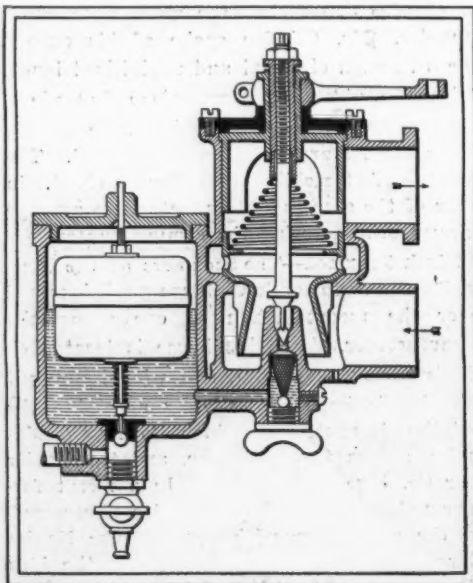
On passing the float chamber the gasoline is strained through a fine gauge screen fastened on a thumb plug and can be removed and cleaned of paraffine deposits by burning. The nozzle is self-cleaning, as the valve moves along with the gate so that there is a reaming effect at the nozzle, so that the deposits are passed and will not be liable to accumulate.

In the spraying valve seat the taper point regulates the quantity of gasoline passed. Above is a corresponding part which may be of any polygonal section or fluted. As shown in the illustration, there are four flats so that the streams are flat, and on striking the deflecting collar are pulverized and pass into the upper chamber with the air issuing through the throat.

The throat is made conical and is, under normal conditions, contracted by the smaller diameter and the deflection collar above the flattened spindle, thus making the mixture stronger on starting the motor, all the air passing through the throat. After the motor has started and has increased the suction so that the throat is not large enough to supply the demand, the air compensating valve rises against the conical spring and allows the air to bypass by means of the air belt through the holes inside of straight part above air valve seat. By so doing the suction is made weaker in the throat, and the throat being larger the higher the air valve rises. The gasoline is reduced in quantity as in accordance with recognized practice carburation is further enhanced by mixing the air issuing from the holes with the mixture from the throat, it being deflected by the annular ring above the holes, the entire product having to pass through the conical spring before passing to the motor.

## FOR HAULING BIG LOADS

If the motor supplants the horse in the field of business it will be a matter of dollars and cents, and not of sentiment that causes the change. In other words, if the motor vehicle for the transportation of goods or of passengers comes into universal use in the place



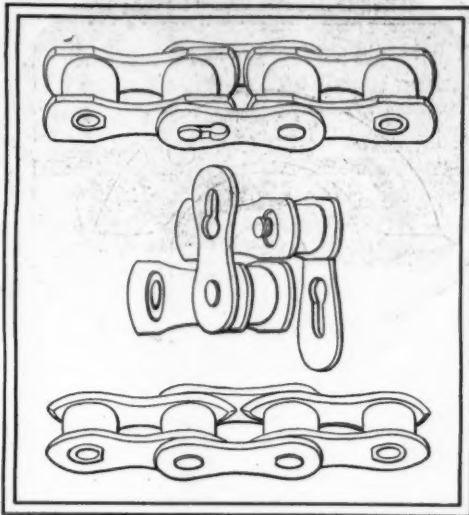
SECTION OF THE MCINTOSH CARBURETER



of the various kinds of horse-drawn conveyances which now clog the streets of our large cities in their ceaseless effort to accomplish the necessary transportation of the commercial world, it will be because the commercial motor wagons can haul more goods at less cost and in less time than the vehicles that are now commonly in use.

It is a rational assumption that this condition will come about sooner or later, because some of the motor vehicles which have already been put into commercial service have shown themselves to be more economical than the horse-drawn vehicles they displaced. However, there has been brought out one feature of such motor vehicles which mitigates against their adoption, this feature being their limited carrying capacity. Motor vehicles have been built and put into use which will carry more weight at less expense than a similar horse-drawn vehicle, but whose bodies have not been large enough to accommodate the loads their motors are able to draw. This point was brought out particularly in the case of the trial of commercial vehicles by express companies conducted early last spring in New York under the auspices of the Automobile Club of America. A large part of the express handled by the vehicles engaged in this test was of the character that is more bulky than heavy, consequently a vehicle capable of hauling a load of a certain weight at a cost much below that of horse conveyances, was unable to take on its full load, and hence the cost of carrying was brought up to a point in excess of what it would have been had the bodies of the rigs been larger.

In the case of vehicles made for certain classes of work, it is merely a matter of body building to so equip them that they can carry their full load in weight as well as in bulk, but in other classes of vehicles, especially those of the more powerful and expensive variety, designed for carrying loads which occupy a great deal of space, it is hardly possible to equip the running gear with a sufficiently extensive body without making the whole vehicle too large and cumbersome for practical purposes. This situation has brought about the motor train in which a powerful tractor, that may or may not carry a load on its own running gear, is used to draw a series of cars which are nothing but load-carrying vehicles without motor equipment of their own. It is possible that this adaptation of the motor to certain



NEW BALDWIN DETACHABLE CHAIN  
POSITION FOR SEPARATING  
NEW BALDWIN RIVETED CHAIN

forms of commercial usage is the solution of the problem of economical road, freight and passenger traffic, for the scheme has been tried in Europe with gratifying success. The accompanying illustrations show two forms of such trains that have been given practical tests recently.

The Dufour tractor is made in the form of a truck so that aside from drawing one or more trailers, it may carry an extensive load on its own running gear. The car itself weighs 5,940 pounds, and is driven by a two-cylinder motor of 16 horsepower. It has a sliding gear transmission furnishing three speeds forward and a reverse, and is geared to travel forward at from 4 to 14 kilometers—2.5 to 8.7 miles—per hour. It is said that the actual running expense is 1.75 to 2 cents per kilometer, and that the car itself has carried a load of 9,075 pounds up

a 12-per cent grade. With and without a trailer the car has been given numerous tests in which it has hauled loads ranging from 13,750 to 18,040 pounds. This motor truck is of Swiss extraction.

The other motor road train illustrated is the Renard train shown last winter at the Paris automobile show, but which has not been put into actual service until recently, when it was given a trial by the German military department on the grounds of the military ballon hall at Schoneberg, in the presence of Agricultural Minister von Podbielski, Count von Schlieffen, chief of the general staff of the German army; von Moltke, chief lieutenant of the quarter-master of the German army, and about thirty other high army and government officials. After an address made by Herr von Wedel, director of the German Officers' Association, M. de Pomian of the French concern, Surcouf & Co., which made some of the principal parts of the Renard train, took a number of officers and civilians in the cars and drove in various directions, making many short turns and stops. The tests were pronounced satisfactory and after a rest the entire party took seats again and was driven to Tempelhof and back.

The Renard train is a compromise between a self-contained motor car and a tractor with trailers. It is drawn by a tractor car provided with a 60-horsepower Darracq motor; but this car, instead of hauling the trailers, transmits power to each of them through a peculiar universally-jointed shaft coupler. In other words, there is a propeller shaft running the entire length of the train, with universal joints at the couplings between the cars, and which in each car drives a supplementary propeller shaft through spur gearing contained in a gear box set in the frame of the car. From its supplementary propeller shaft each individual car is driven in a manner similar to the final drive of any automobile. The steering is accomplished for each car in a similar manner. The train thus becomes one that may be said to belong to what is called the multiple-unit system as applied to electric railways in which each car is equipped with a motor so connected that all cars are managed by the controller of the forward car.

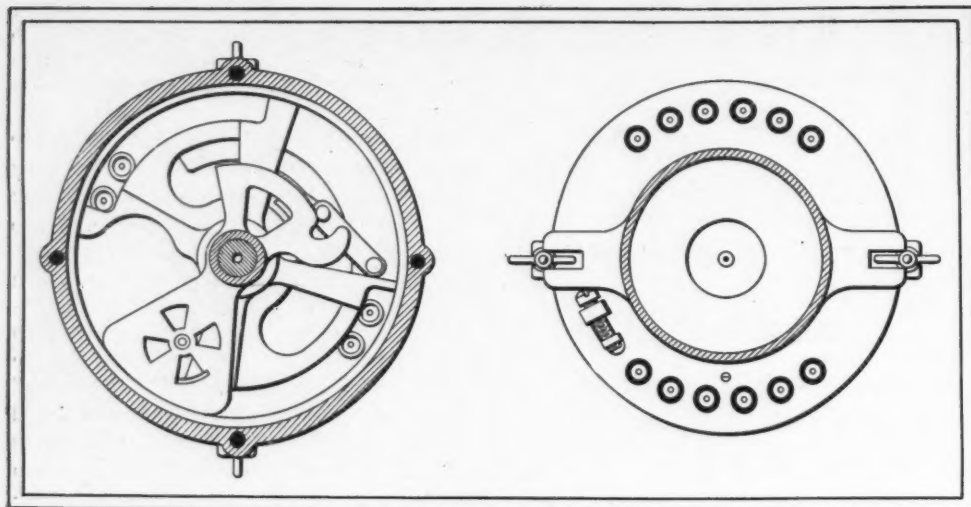
The advantages of the system are twofold. The tractor, instead of being excessively heavy in order to furnish sufficient traction to draw heavily loaded trailers the friction of whose



CHAUFFEURS OF  
THE GERMAN ARMY

THE RENARD MULTI-UNIT ROAD TRAIN  
BEING TESTED BY GERMAN MILITARY DEPARTMENT OFFICIALS





SECTION ON LINE A B—THE COSTELLO CARBURETOR—SECTION ON LINE C D

wheels with the road is a resistance that must be overcome by the tractor, supplies each car with power that it may furnish its own traction. Also, the method of connection is such that in rounding corners, each vehicle follows exactly the same path. Hence the driver on the tractor may be sure that his train will clear any obstruction that the tractor car itself will pass.

#### IN INSPECTION SERVICE

The Cleveland & Southwestern Traction Co., of Cleveland, has purchased three of the automobile inspection cars brought out last year by the Olds Motor Works, of Detroit, and has fitted them with hinged ladders and is using them in place of heavy line cars for repairing overhead work. The car is so light that it can be lifted from the track, thus allowing regular cars to pass, rendering it unnecessary to run to a siding, which consumes a great amount of time when ordinary line cars are used on single track interurban roads. The car can make 30 miles an hour with three men and tools and it is able to run on the regular schedules of the majority of traction lines. When running on the road the ladder is folded into a position parallel with the body. The outfit is an improvement that appeals to every railway manager.

#### DEPARTURE IN CARBURETERS

The Chicago Storage Battery Co., of Chicago, is introducing the Costello carburetor which is unique in many features of its construction and method of carburation. It possesses the usual float and needle valve to maintain a constant level of the gasoline, but in the making and regulation of the mixture it departs from usual practice.

Mechanically the device is a series of movements designed not only to regulate the amount of carbureted air required at varying speeds of motors, but also to determine the amount of fluid contained in each foot of air carbureted. There are twelve mixing chambers in the carburetor as shown in the illustration, but the plurality of chambers may vary in number according to the capacity in cubic feet required by the motor.

Air is taken in through the ports in the lower cover, the twelve tubes being simply mixing chambers, each having an individual gasoline nozzle, which is threaded into a hollow stem leading from the float feed chamber. A revolving disk at the inlet end of the mixing chamber set and with holes of the same diameter as the mixing chambers, is actuated by a

screw on the outside housing of the carburetor. Backing this screw up tends to close all chambers in equal degree. In this manner the air velocity is increased or decreased to suit atmospheric conditions. Spraying nozzles of various outlet capacities are needed for different motors. Generally nozzles of from .01 to .02-inch in diameter have proven the sizes required.

Owing to the arrangement of the float feed chamber in a central position, going up or



THE STILLSON AUTOMOBILE WRENCH

down hill does not starve or flood the fluid supply. It is possible to raise the fluid supply nozzles about  $\frac{1}{2}$  inch above the constant level of the fluid by means of a threaded drip stem extending from the base of the fluid chamber. This adjustment allows for the satisfactory use of fluids of various specific gravities. By unfastening the two wing nuts at each side of the lower cover, the float feed chamber, spray nozzles, and needle valve may be removed and

inspected. There are no delicate parts to loosen in removing the base.

The upper housing contains a rotating valve which cuts off or throws into the suction of the piston of the motor one chamber at a time. This valve may be set to leave one, two, three or four chambers open and to throw itself out of commission, being then locked tight. With one, two, three or four chambers open, as required—two being generally sufficient—and the "multi-unit" valve locked, a damper valve on the outside of the carburetor throttles for very low speeds, the damper being left open just enough to keep the motor running. It is thus obvious that the carburetor is economical in allowing any desirable number of chambers to be closed so that the extent of operation of the carburetor is gauged by the needs and the gasoline and air cut off in proportion.

A "tickler" on the float is said to be unnecessary and that by closing the "multi-unit" valve so that three or four chambers are open, the velocity of intake is strong enough to make the device self-priming.

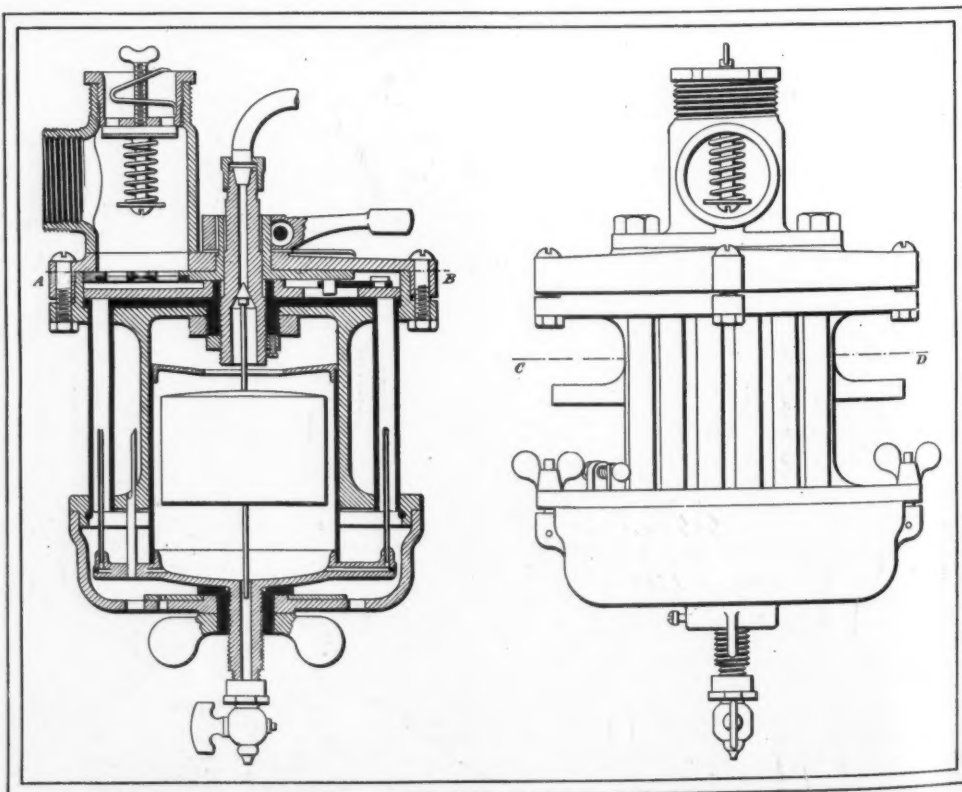
#### A MOTORIST'S STILLSON

There is perhaps no wrench in use among mechanics of all kinds which is so well known as the Stillson. As a wrench it needs no description, but it is interesting to automobile users to note that its manufacturer, the Walworth Mfg. Co., of Boston, has introduced a new pattern known as the automobile Stillson, on account of the fact that it is of a size and design which renders it peculiarly adaptable to work upon a motor car. The wrench, which is of all metal construction, is shown in an accompanying illustration.

#### CURRENT TRADE LITERATURE

"What I Learned" is the title of an interesting little booklet containing the story of a visitor to the plant of the Standard Welding Co. of Cleveland, O. It explains some of the interesting features of electric welding.

The Harry R. Geer Co. has issued a new catalogue of motor cycle supplies, its 150 pages being devoted exclusively to goods of this line.



SECTION—THE COSTELLO CARBURETOR—ELEVATION



## MANUFACTURING MISCELLANY

**New Ohio Concern**—To manufacture automobiles and automobile valves is the purpose of the D. T. Williams Valve Co., which was recently organized in Cincinnati, O. The concern will be located in a three-story building at Broadway and Eggleston avenue.

**Napier Has Plant**—The Napier Car Co. of America has secured control of the old Sturtevant Blower factory in Roxbury, Mass., where it is shortly to establish the American plant of the Napier company. The intention is to first assemble the machines here and then to gradually drift into the manufacture of an American Napier, using the foreign-built car as the model for the American product.

**Gilmore Doing Eastern New York**—E. A. Gilmore, Boston representative of the Rambler, has been absent from Boston for a week or so traveling eastern New York for his concern. According to all accounts he has been particularly fortunate, and will return to take charge of his Boston business early next week. He has already on hand a line of 1905 cars with side entrance, and has sold and delivered five. The idea of getting the new models on hand early in the season has proven eminently successful with this house.

**Factory at Spokane**—According to papers from Spokane, Wash., A. E. Gallagher, of the Spokane Motor Co., which was recently organized, says the car which the concern will place on the market will revolutionize the automobile industry. The car will be run by steam and through the working of a new kind of burner crude petroleum will be used. It is claimed by Gallagher that 15 miles will be covered with only 1 gallon of crude petroleum and that the cost will amount to only 7 cents a gallon. A factory, to cost about \$10,000, may be erected soon.

**Seeks Century Mark**—The Duquesne Motor Co., which moved last spring from Buffalo to Jamestown, N. Y., is preparing to do an increased business this year. In fact, arrangements have been completed to give the concern its first real activity. The company is planning to turn out at least 100 touring cars this season. Leroy Pelletier, president of the company, exhibited one Duquesne car at the Buffalo show last spring and it attracted attention. The 1904 Duquesne was a pioneer in the side entrance tonneau game but the company's output was limited to comparatively few cars last season.

**Moving in New Factory**—The H. H. Franklin Mfg. Co., of Syracuse, N. Y., is moving into its new building and it is expected before spring that 1,000 hands will be employed. A sign of progressiveness is the fact that the new building has been provided with a false end to permit further building. The new power plant now has a capacity of 350 horsepower, with room for the addition of 400 horsepower. It is fitted with the three-phase induction motor system. The new stack is 130 feet high, of self-supporting steel construction. New machinery is being installed in the experimental department, where new models are worked out and new devices tried before they are sent to the workrooms for manufacture. Irving A. Weston, of Syracuse, who was formerly engaged in the manufacture of bicycle and automobile parts, has become assistant superintendent of the fac-

tory. The Franklin company during the past week has closed with the following agents: Robinson & Adams, San Francisco; Wallace L. Wilcox, Fall River, Mass.; S. C. Towle Supply Co., New Bedford, Mass.; Kline Cycle and Automobile Co., Harrisburg, Pa.

**Dunbar in Boston**—H. Nelson Dunbar, of the traveling force of the Franklin company, spent a few days in Boston, his old home, during the past week. He is pleased with the business outlook and says his factory has virtually disposed of its output for 1905.

**Visiting the West**—A. B. Henley, of the Electric Vehicle Co., of Hartford, Conn., has started on an extensive tour of the trade in the far west and the Pacific coast. Dealers in Tacoma and Seattle, Wash.; Portland, Ore.; Denver, Colo.; Ogden, Utah; Los Angeles and San Francisco, Cal., will be seen.

**Market in Australia**—Advices from Sydney say there is a market in New South Wales, Queensland and also New Zealand for both gasoline engines and launches, which should be up to date. The oil launches sold—and as yet the demand is not large—are from the United States. The trade was begun by a wealthy Australian seeing them on a visit to this country and ordering one or two for his own use.

**Engages Good Men**—The Buick Motor Car Co., of Flint, Mich., has engaged as sales manager Charles Van Horn, who is one of the old-timers of the bicycle business, having been for 14 years one of the staff of the old Gormully & Jeffery Co. Mr. Van Horn's headquarters will be at Jackson, Mich., at which city the sales department of the Buick company will be conducted. As assistant sales manager the Buick company has engaged W. L. Hibbard, recently manager of the automobile department of the Chicago repository of the Studebaker Bros. Mfg. Co. Mr. Hibbard is one of the oldest automobile salesmen in the country, and has been connected with the retail trade in Chicago since its inception. Both of these gentlemen should prove valuable acquisitions to the Buick company.

**Will Make Trucks Soon**—"We will in all probability begin the manufacture of motor trucks and express wagons next June," said Samuel Snell, general manager of the Indiana Scale & Truck Co., to a representative of Motor Age. "Our plant is located at Bluffton, Ind., but our general offices will be in Toledo. We intend making 3 and 5-ton trucks and a 3,500-pound express wagon. Our plant only needs a few milling machines and little other necessary equipment to have a complete factory for turning out trucks and wagons. We are getting everything in shape now for the new lines. I have all the plans and specifications already drawn." Mr. Snell has had considerable experience in the manufacture of automatic devices, while the superintendent of the plant, J. D. Hughes, was formerly connected with the bicycle and automobile business in Chicago. A. C. John-

son is president of the company and J. H. Church is secretary and treasurer.

**Build Swell Electrics**—The DeMars Electric Vehicle Co., of Cleveland, O., has been incorporated with \$25,000 capital stock by W. O. DeMars, C. W. Baker, J. R. Blakeslee, H. J. Gibbons, and A. M. Barnes. Mr. DeMars, who will be at the active head of the business is one of the oldest automobile dealers in Cleveland, having a garage and repair shop on Euclid avenue and Fairmount streets. Mr. DeMars designed one of the first automobiles ever built in Cleveland. The company will build electric vehicles, making a specialty of a fine stanhope. They will buy the motors and batteries and will do the balance of the work. The company has not yet selected a location for its shop. It is expected that a sample car will be displayed at the Cleveland show.

**Racing Pays**—The E. R. Thomas Motor Co. has had proof within the last few days that it pays the manufacturer to have his cars win races. At the recent race meet at Waverly, N. J., a Thomas Flyer won the 10-mile free-for-all, beating several well-known machines. That victory, coupled with the feat of the 1905 Thomas Flyer which climbed the Eagle Rock hill in 2:42, brought a lot of orders to the factory. A notable day in Thomas history was the one last week on which orders for forty-seven cars were reported. The Thomas company is paying special attention to the building of a car for Colonel Pond, of Rochester, one of the best-known newspaper proprietors in the United States, owner of the Rochester Democrat and Chronicle.

**Made Money**—According to the latest advice from Germany many automobile, motorcycle and tire concerns have had a profitable season. Some of the concerns also make bicycles, sewing machines and other goods, but in most cases the automobile and motorcycle departments show a great increase of profit compared with last year's business. A motor cycle and bicycle firm of Nuremberg, which had a profit of \$9,848 last year, ended its 1904 season with a profit of \$48,936.75; the manufacturers of the Durkopp cars have declared a dividend of 25 per cent; a dozen other large concerns will distribute dividends varying from 5 to 20 per cent. The dividend of the Continental Caoutchouc and Gutta-percha Co., amounts to 45 per cent; three other tire concerns will distribute a dividend of 10, 12½ and 17 per cent, respectively.

**Buick Under Shelter**—At a meeting of the executive committee of the Association of Licensed Automobile Manufacturers, held in New York, Tuesday, the Buick Motor Co., of Flint, Mich., was admitted to membership, after having presented satisfactory proofs that it had purchased the Pope-Robinson Co., of Hyde Park, Mass. All that the Buick Motor Co., now needs in order to become a full fledged member of the association is the actual license from the Electric Vehicle Co. which is being issued. The Michigan automobile concern whose capital was recently increased from \$75,000 to \$300,000, will make only two styles cars for next season—a runabout having two-cylinder 16-horse power opposed motor and a touring car with two-cylinder 22-horsepower motor. The runabout is to sell at \$750 and the touring car for \$1,200.





THE LOCAL "WHITE SQUADRON" ON PARADE IN FRONT OF THE PARTHENON IN CENTENNIAL PARK, NASHVILLE, TENN.

**Saved by Automobile**—Through the quick dispatch of \$75,000 by automobile from Cleveland to the bank of Willoughby, O., a run on this bank was stopped in the nick of time.

**On Long Test Tour**—Osmont, the well-known English motor cyclist, started from Paris November 16 on a tour of Europe, extending over about 2,800 miles on a new F. N. motor cycle, the principal feature of which is the four-cylinder 4-horsepower motor. The journey is to be completed by the time the Paris show opens.

**Good Tire Service**—The South British Trading Co., of London, British agent for the Fisk detachable tires, informs MOTOR AGE that it has received a letter from Jarrott & Letts, English agents for the Oldsmobile, to the effect that the Fisk tires which were used on the two Oldsmobiles which recently made a 3,000-mile tour of the British Isles, stood the hard test excellently, the same outer castings being used throughout the tour.

**Good Scheme**—It is reported that a rich stockman of South Dakota has interested other wealthy farmers in a scheme to establish an automobile line from Pierre, on the Missouri river, to Rapid City, in the Black hills. As there are no railroad communications from the Missouri to Rapid City and to go from Pierre to Rapid City means a trip of nearly 1,00 miles, the automobile line would reduce the distance to be traveled to less than 200 miles and under favorable weather conditions it is thought that the journey could be made in about 14 hours.

**Old Car Still Good**—The 4-horsepower Locomobile steamer with which the first Eagle Rock hill-climb record was made in 1901 is still in fine condition and is owned by J. W. Dickerson, of Newark, N. J. The record made by the steamer 3 years ago was 2:56 for the mile. In 1902 W. J. Stewart drove the car up the hill in 2:37. In a special record trial made in December of the same year Stewart broke his former record and covered the mile in 1:56. This record was

broken by W. K. Vanderbilt, driving a powerful gasoline car, more than 12 months ago, the new mark being 1:37. Last week the record was again smashed and now stands at 1:20 for a mile uphill, which was made by Bernin in a 60-horsepower Renault car.

**Clement in the Army**—Albert Clement, the French driver who was second in the Vanderbilt cup race, recently became a gunner in the thirty-second artillery regiment of France. He will probably have to serve the regulation 3 years before he will be able to take part in another race.

**Commercial Test Planned**—The Automobile Club of Marseilles, France, has arranged a competition for commercial cars to be held next year. The cars entered will be placed at the disposal of a business house of the city and during a fortnight the car will be used by the firm in the transportation of heavy loads. Cars entered must be able to carry a net load of 11,000 pounds.

**Feelings Hurt**—Providence, R. I., automobilists gasped in dismay when news of the record-smashing at Denver by Barney Oldfield was posted in the garages. The fact that Oldfield snatched the honors from 2 to 8 miles from Charles Basle, who had established the ten successive mile figures except for 1 mile, at the Narragansett park races, did not set well. However, as they discovered that Basle still holds the records for 9 and 10 miles established on the Rhode Island track, the feeling became less sharp.

**New Use for Motor**—An interesting example of how small motors may be of great service to railway companies is afforded by an experiment just tried by the Compagnie du Nord, at Longroy-Gamanche, on the line from Paris to Trepot. The station is at a junction, and it is necessary five or six times a day to turn locomotives on a plaque. Hitherto the turning has been done by men, the operation taking 20 minutes. To obviate this inconvenience, a 5-horsepower Astor motor has been mounted on the plaque, which it can turn in 3 minutes. The figures show

that the total cost of the installation has not exceeded 3,000 francs. The cost of each rotation of the locomotive is estimated at about 30 centimes.

**Gets Back at Jerry**—A. G. Schmitt, who a week ago unsuccessfully engaged in a friendly race from Chicago to Milwaukee with Jerome A. Ellis, drove over the same route Thanksgiving day in the effort to beat Ellis' time of 3 hours 37 minutes. He was successful, making the run in his Apperson car in 3:30.

**Short Lived**—Lewis Jones, an energetic promoter who recently established an automobile trolley line between Meriondale and Fifty-second street station, a subway of Philadelphia, was compelled to discontinue the service after 2 days' operation, owing to the breaking of the crank-shaft of one of the two cars composing the line. An effort will be made to resume regular trips before Christmas.

**Brought Down the Law**—The recent fire in the Polson automobile station at Buffalo, N. Y., was followed by prompt action of the city fathers along the line of making the ordinances covering the housing of gasoline more stringent. With some flourish the aldermen enacted that no supply of gasoline of more than 50 gallons is to be kept in one place within the fire limits and that the supply must be kept in an iron tank. Permission to keep even 50 gallons must be obtained from the fire commissioners.

**After Good Roads**—J. Roy Collins, secretary of the Virginia East Coast Automobile Association and of the Tidewater Good Roads Association, recently left for Washington and Baltimore to confer with promoters of good roads to secure their cooperation in the movement formed in Norfolk, Va., for the improvement of the highways through the state. Collins will also endeavor to have the boulevard between Baltimore and Washington extended to Richmond and Norfolk and said it would result in increasing touring in Virginia.



**Donation by Winton**—Alexander Winton, of the Winton Motor Carriage Co., of Cleveland, O., contributed \$1,000 toward the \$3,000 debt which the West Side Boys' Club, of Cleveland, has on its property.

**School for Coast**—An automobile school is to be established in San Francisco, Cal., under the auspices of the Young Men's Christian Association. The educational directors of the association have charge of the project and a committee has been appointed to consider the plan.

**Jimmy Michael Dead**—Jimmy Michael, the Welsh Rarebit, as he was called, died last week on board the steamer upon which he was coming to this country. Michael was one of the greatest motor pace followers in the world, having defeated every bicycle rider in track events against whom he was matched.

**Prefer American Cars**—Lee Korbel, a prominent motorist of San Francisco, Cal., had two European friends visiting him recently. Both are automobilists and intend investing in automobiles of American manufacture before returning home. Asked why they preferred American cars to the more expensive European cars, they stated that they considered the American machines far more simple in construction.

**On Long Test Trial**—Captain Deasy started on a 4,000-mile reliability test November 16 in a 16-horsepower Martini car. The test is being made under the observation of the Automobile Club of Great Britain and Ireland, which delegated a number of observers to be with the car every day. It decided that the daily runs should not exceed 200 miles and the car must be returned to the club's garage every evening.

**Will Warn Drivers**—A. Clement, the French automobile maker, has announced that he will place a poster at the entrance of every town in France where automobile ordinances are drastic and where it is known the authorities are especially antagonistic to drivers. The posters will bear the following inscription: "Chauffeurs, attention! Avoid being fined." Mr. Clement thinks such a poster will not only help the drivers but will also meet the wishes of the authorities.

**Wants Street Franchises**—The Auto Transit Co., at present operating a number of sight-seeing automobiles in Washington, D. C., recently applied to the district commissioners for a permit to operate an electric coach over a regular route. The permit has been held up temporarily owing to declination of the company to confine its coach to one route. The company wants to operate on several streets not at present traversed by street cars and as its coaches will fill a long-felt want it is generally believed the desired permit will be granted.

**Ought to Have It, Too**—Superintendent Dye, of the State Girls' Industrial school, at Delaware, O., has asked Governor Herrick to furnish him with an automobile. It sounds a little aristocratic, but the superintendent sees great need for a machine to take the girls a-ridin', cover the distance between the school and Delaware, which is 9 miles, and haul inmates from and to the nearest interurban station 4 miles away and to a steam railway station which is 6 miles from the school. Horses and vehicles are now being kept a-goin' between these points and the

superintendent believes he can save the state time and money if he is furnished a touring car instead.

**All Profit**—Between 2 and 6 o'clock last Saturday the Young Women's Christian Association of Elgin, Ill., realized nearly \$60 through automobile trips made for its benefit. A dozen local automobilists lent their cars for the charitable purpose.

**Clamor for Space**—About 120 applications for space have been received by the management of the second annual automobile show of Turin, Italy. The entries will close December 31 and the show will be open from January 21 to February 6.

**After New Blood**—It is reported that Dr. White, chairman of the Canadian emigration commission, is to tour Europe in a motor car, taking with him samples of the products from several Canadian provinces and thus induce the foreigners to emigrate to Canada.

**Novel Claim**—Samuel J. Jay, an automobile dealer of St. Paul, Minn., has brought suit against Mrs. E. C. Holden, who after paying a deposit of \$100 for an automobile, refused to take the car. This caused Jay to lose \$170, which would have been his commission on the sale of the car.

**Medals for Paris Show**—All told eighty medals will be awarded at the next Paris automobile show. Thirty-four are of bronze, twenty-six of silver, fourteen of vermeil and six of gold. Among the latter are the grand prix of the city of Paris and the grand prix of the Automobile Club of France. These two awards do not apply to any particular class. Of the other medals twenty-nine will be awarded in the automobile and motorcycle section.

**Another Ammonia Coward**—Cleveland police are looking for a chauffeur who recently repeated the dastardly trick of a New Yorker who squirted ammonia into the eyes of a policeman attempting to arrest him. Bicycle Patrolman Crawford was the victim of this contemptible piece of work. The other day he saw a car traveling at high speed out Euclid avenue and sailed after it on his bicycle. As he rode along side the car he ordered the operator to halt. Instead of doing so the fellow drew out a rubber ball containing ammonia and squirted it full in the eyes of the patrolman, who fell from his machine with a cry of pain. It was several hours before he re-

covered the full use of his eyesight and as the car did not have a number he has thus far been unable to identify the man.

**Honors Club Man**—Colonel H. C. L. Holden, chairman of the Automobile Club of Great Britain and Ireland, has been appointed a member of a special committee named by army council, which is to study the possibilities of motor transportation for military purposes in time of war and peace.

**May Abolish Motor Pace**—As a result of the many serious accidents which have happened during the last 12 months during bicycle races on record trials in which the riders were paced by motor bicycles, it is likely this kind of pace will be abolished in France. A movement has been started in this direction and it is possible the government will be appealed to. The most recent victim is a French rider who was trying to break the hour record and who fell while going at a speed of 56½ miles an hour owing to the breaking of the fork of the motor cycle which was pacing him.

**Has New Secretary**—A meeting of the automobile dealers' association of Washington, D. C., the promoter of the forthcoming automobile show, was held last week, at which Mr. Ruprecht, of the Washington Electric Vehicle Transportation Co., was elected secretary in the place of B. C. Washington, Jr. The latter was named as general manager of the show. Although the date of the show is more than 4 months off, the dealers are already planning for it. Of course it will be purely a local show but the full strength of the trade will be represented and there are enough cars represented to fill a good-sized hall.

**Sued for Boy's Death**—The Washington Electric Vehicle Transportation Co., Washington, D. C., agent for the Columbia, has been made defendant in a suit to recover \$10,000 damages for the death of Robert Marshall, a 12-year-old colored boy. The suit was filed by the boy's mother, who declares that her son was run over by an automobile owned by the defendant company on September 22 last, and that as a result of his injuries he died the same day. The charge is made that the chauffeur was not a licensed operator and was incompetent. It is also alleged that the automobile was going at an unlawful speed at the time of the accident.



NOW ON THE STREETS OF BUFFALO—ITS SIGN EXPLAINS IT



## GOSSIP OF THE GARAGES

### Good Season's Work—

It is claimed that the Pioneer Motor Car Co., of Los Angeles, Cal., sold 250 Oldsmobile cars this season.

**Has Three Counties**—P. C. Rutan, of Port Jervis, N. Y., has the agency for the Cadillac cars for next season. His territory comprises Pike, Sullivan and Orange counties.

**St. Louis on Coast**—The Gilbert Woodill Automobile Co., of Los Angeles, has the coast agency for the St. Louis cars, made by the St. Louis Motor Carriage Co., of St. Louis, Mo.

**New Garage in Lima, O.**—H. A. Mack, automobile dealer in Lima, O., has purchased a piece of property 50 by 200 feet and will probably build a new garage and salesroom next spring.

**Selling Automobiles**—John F. Plummer, Jr., manager of the New York branch, reports that already he is beginning to receive orders for 1905 Locomobiles. He booked six of them in one week.

**New Franklin Agents**—The following have contracted to handle the Franklin cars next season: E. H. Moulton, Jr., in Minneapolis, Minn.; E. Hippard, Youngstown, O.; C. H. Childs & Co., Utica, N. Y.; Quaker City Automobile Co., Philadelphia, Pa.

**First in Town**—The Knowles Foundry and Machine Shop, of Ottawa, Ill., has secured the agency for the Locomobile and Cadillac cars for next season. W. H. Knowles will build a new garage, the first in town, where the cars will be handled, also a line of accessories.

**New Reo Agency**—The Barclay Auto Co., of Minneapolis, Minn., has taken the agency for the Reo car, made by the Reo Motor Car Co., of Lansing, Mich., and will handle the new machines in Minneapolis, St. Paul and other localities. An order for fifty cars was placed with the Lansing people for spring delivery.

**Great Expectation**—The knowing ones are anxiously awaiting for the house of Winton to make a display of its 1905 goods in Boston. Manager Fosdick has been in constant receipt of requests for information regarding the new models, and there is no question that the first car to be received will find a lot of anxious individuals.

**Cadillac the Leader**—The incorporation papers of the Syracuse Motor Car Co., of Syracuse, N. Y., have been filed at Albany. David Grody, Simon Silverman, Jr., and William H. Bissell are the incorporators and directors and the capitalization is \$20,000. Under its charter the company can manufacture, rent, sell and buy automobiles. The location of its garage will be at the same place, now occupied by W. H. Bissell. The Cadillac will be the leading machine sold.

**New Olds Agent**—C. P. Adams, well-known to the old bicycle trade, has embarked in the automobile business, having during the past week accepted the agency of the Oldsmobile in Boston, which line of cars he will handle in connection with the Royal Tourist. The deal was consummated during the week by Mr. Chapin, sales manager of the Olds Motor Works. Mr. Adams takes over the establishment and stock of the Olds company on Columbus avenue, where hereafter he will

hold forth. He is one of the old-time business men of Boston and has been particularly successful in the past.

**Hotchkiss in America**—Joseph Heller, of New York, has arraigned to represent in this country the Hotchkiss car, made in France, in addition to the Pipe automobiles, made in Belgium.

**Newark Agencies**—Mercedes cars will be handled in Newark, N. J., by R. H. Brutt. The Thomas Flyer will be taken care of next season by George Paddock, of the Auto-Vehicle Co.

**Fisk Gotham Branch**—The Fisk Rubber Co., of Chicopee Falls, Mass., has established a New York branch at 754-756 Seventh avenue. J. W. Bowman, general sales manager, will move his headquarters thereto from the factory.

**Garage for Aurora**—A one-story building 80 by 40 feet is being erected in LaSalle street, Aurora, Ill., by William J. Reid, who will use it as a garage and repair shop. The machine shop will be equipped with such machinery which will enable the making of motor cars in the shop.

**Open American Agencies**—M. Sterne and Emile Virgt, who have been in New York several weeks looking over the ground with the idea of establishing agencies for the Bollee and C. G. V. cars, have returned to France. It is said they have decided to open branches instead of appointing agents.

**Will Sell and Build**—The Virginia Automobile Co., of Norfolk, Va., has applied for a charter. The capital stock will amount to from \$10,000 to \$25,000. The concern will handle a number of well known cars, besides doing repairing and renting. Moses G. Nusbaum is president of the concern; James W. McCartick, vice-president; J. Roy Collins, secretary and J. J. Hannelly, treasurer.

**Adds Automobiles**—Automobiles will be added to the bicycle business of James Bradley and G. Feltman, who occupy the building at 22 Plain street, Albany, N. Y. The building has four stories, is 100 feet deep and 40 feet wide, and after a few alterations will be one of the largest in the city. A repair shop is to occupy one entire floor while two floors will be used for storing automobiles and bicycles.

**The French Row**—Until a few months ago almost all the automobile dealers of Paris were located on avenue de la Grande Armee, and a few in the side streets leading to the popular avenue. About a year ago a splendid building was erected on the avenue des Champs-Elysees for the agent of the Mercedes cars. Now advice comes from the French capital that Dietrich & Co. will build a show room and garage, on the same avenue, which will eclipse anything in the line in Paris.

**Fine Home on Broadway**—The Harrolds Motor Car Co., New York agent for Olds and Pierce automobiles, has leased the ground floor on the Broadway side of Hearsts American uptown building, for a salesroom, extending from Fifty-eighth street to Columbus circle. Manager Unwin will equip the place luxuriously, in keeping with one of most notable locations in the rapidly growing upper Broadway automobile district. Plate glass mirrors will be placed under each car

and no car will be allowed on the floor carrying gasoline. The first Olds cars are expected December 15, and the first Pierce about January 7.

**Adds the Buick**—The agency for the Buick cars in Newark, N. J., has been secured by H. J. Koeler, 845 Broad street and 141-143 Halsey street. Koehler also handles the Winton and Pope-Toledo cars.

**New Chicago Place**—The Star Automobile Garage was opened at 2255 Cottage Grove avenue, Chicago, some time ago. The business of the concern is storing, renting, repairing, the premises being large enough to accommodate about fifty cars.

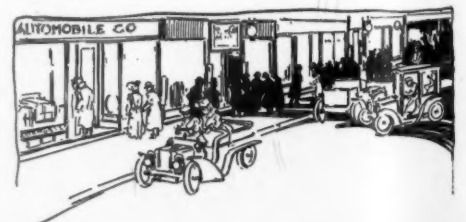
**Big Name, New Store**—The Buck Auto Carriage and Implement Co., of Davenport, Ia., will occupy the first floor of a new building which will be erected on Ripley and Fourth streets. The floor space aggregates 32,500 square feet.

**Variety of Occupations**—A new concern was formed recently in Zanesville, O., under the name of Auto Garage Electrical Construction Co. C. A. Rosa is president and general manager; A. A. Douglas, vice-president; E. E. Triplitt, business manager and J. B. Rhodes, secretary and treasurer.

**Takes Leggett's Building**—The Amos-Pierce Automobile Co., of Syracuse, N. Y., has leased the large building in South State street now occupied by the J. S. Leggett Mfg. Co., and will take possession immediately. The building will be remodeled and made into one of the largest garages in New York state. The Leggett company is considering propositions from Oneida, Buffalo and Niagara Falls to locate in those cities.

**Large Los Angeles Garage**—One of the several large garages in California is that of the Southern California Motor Exchange, in Los Angeles. It occupies a one-story building 150 by 75 feet and is located on Ninth street. Repairing and storing cars, selling and exchanging second-hand machines and renting are the features of the concern, which is owned by R. C. and W. F. Pipher. At the corner of Fourth and Los Angeles streets a new place was erected some time ago and is called the Worthington garage. The building extends 120 feet on Los Angeles street, 80 feet on the other street, and can easily accommodate twenty cars.

**Getting Models**—An occasional glance over the pages of the automobile register in the District building, where the name and address of every person licensed to operate an automobile in the District of Columbia is inscribed, indicates very clearly that the dealers are doing business right along. The official numbers issued by the automobile board are getting very close to the thousand mark and it is possible that the close of the present year will find 1,000 automobiles registered in that city. Just now everybody is on the qui vive for the 1905 models. The first one to reach Washington was the Ford, handled locally by the Ford Automobile Station. This week a 1905 Pope-Toledo, a duplicate of the one in the Vanderbilt cup race, was received at the local garage of the Pope Mfg. Co.



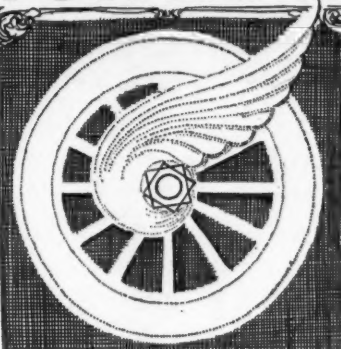


# AMERICAN MOTOR LEAGUE

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## OFFICIAL BULLETIN

## THIS LEAGUE

### Is Now Collecting Route Information

covering all automobile routes in the important states and will publish road books for motor car users as fast as complete information is received. The A. M. L. is the only organization engaged in this work, and it invites the co-operation of all persons interested. For full information and membership blanks address American Motor League, Vanderbilt Building, New York City.

## MORE ABOUT ROAD BOOKS

Several thousand route-slips have been sent out by the secretary and returns are coming in by nearly every mail received at headquarters. Last week route descriptions were received from Connecticut, Illinois, New Jersey, Pennsylvania, Massachusetts and Ohio. The work done by members is good, but a few words of suggestion will not be out of place. The first essential is correctness, and to describe a route correctly guesswork must be put aside and only those data set down which are known to be reliable. Remember that every error that creeps into the road book of your state will be put into type and printed in thousands of copies, and that no end of trouble will result both to the league and to all tourists who attempt to use the road books. The best way—indeed, the only good way—to describe a route is to make a trip over it with no other purpose in view; running slowly and stopping frequently to write down directions, distances and other needed memoranda.

## HOTELS

The route slips call for information respecting good hotels, and the league will take pleasure in printing the name and location of every good hotel to be found on the line of a printed route. Clean beds, well-cooked food, good attendance and clean, comfortable surroundings are the prime requirements, and when these are to be had the grand and elaborate may be dispensed with. Good hotels are not too plentiful on the average tour, and the A. M. L. will do its best to increase the number.

## VOLUNTEERS WANTED

The league is but an aggregation of members and serves only as a medium through which its members are enabled to help themselves—to work together for the common good. It has no salaried officers and the hard work done at headquarters should be supplemented by the willing effort of members in the states. The great demand is for route information. Every day letters are received from automobilists who complain that the road books and maps now in use are incorrect. The league is aiming to establish a bureau of route information to which any member may apply for aid in planning a tour in any direction, either at home or abroad. This bureau will be put in charge of an expert draughtsman and compiler who will check, classify and arrange the routes in different states, so that every inquiry can be promptly answered and all maps and data kept in up-to-date order. Is it worth while to have such a bureau? All route in-

formation must be supplied by members at the outset, and if this be done in a conscientious way the rest will follow as a natural consequence.

Official county maps have been published on which are laid down the roads, water courses, railroads and main topographical features of nearly every populous county in the United States. These maps are generally bound in atlas form and are to be found in the office of that county official who records the transfers of real estate. Other copies are possessed by surveyors, real estate dealers, assessors, insurance agents and railroad companies. By laying a sheet of transparent tracing paper over one of these maps, the important roads can be quickly drawn and a map thus made will be true to scale and in correct proportions. The league is glad to receive and file all maps sent by its members and friends and will make good use of such maps in preparing the various road books now in contemplation.

## NEW MEMBERS

The renewed activity at league headquarters is having its effect and several new members have been added. The league is open to every automobilist of good character; its dues are nominal and its objects are such as were enrolled last week. The secretary asks every member of the organization to equip himself with a few membership blanks and to send in the applications of those of his friends who are willing to aid in building up a strong national body and in furthering the noble purposes to which it is committed. The league is built on popular lines; its ranks are open to demand the widest support.

## RENEWELS

A renewal fee is due from each member on the day when his membership card ceases to be in force. The date of expiration is noted on each member's card. It is not necessary to



MINIATURE OF A. M. L. MASSACHUSETTS ROUTE MAP

wait for a reminder from the secretary, whose only interest in the matter is that of a loyal official and whose official work is a free gift to the organization. Let every member renew his membership promptly when due and send with it the membership dues of a few new members.

## MACADAM ROADS

Several hundred copies of the A. M. L. handbook on "Macadam Roads" were mailed to members last week. The edition of 5,000 copies printed last June is nearly exhausted. Over 900 copies were sent out in answer to requests from town and county officers and others interested in the improvement of public highways. About fifty copies remain in the hands of the secretary and will be sent to persons interested as fast as requests are received at headquarters of the league.

## CONSULS

The list of local consuls will be soon revised and new appointments made. Many places contain league members, but in which no official consuls have been appointed. A local consul's duty requires him only to represent the league and watch its interests in the locality where he resides. This duty is neither exacting nor burdensome, yet a little work done by each consul does much good in the big total. Some of the consuls have not been heard from lately. The secretary is waiting.

## ANNUAL MEETING

The annual meeting of the A. M. L. will be held at New York and Chicago in January and February next—during the weeks of the automobile shows in those cities. Application has been made to the railroad associations for a reduced rate concession to A. M. L. members who attend these meetings. This concession will, in all probability, be granted, and league members attending these meetings will therefore be enabled to make the round trip for about two-thirds the ordinary fare. Further announcement on this point will be made in due season. The essential thing to be understood at this time and at all other times is this: *The railroad companies have notified the league that reduced rates will be granted to only those persons who have become members of the league before the dates of the automobile shows.* This decision was made necessary to prevent persons who attend the shows from joining the league for the sole purpose of obtaining the reduced rate benefit. Membership blanks may be had by addressing the secretary at the address given elsewhere on this page.

## BUCKS.

A word indicating money—equivalent to 100 cents—one Dollar.

## SIMOLEONS.

Also used at times to describe a sum of money—in even dollars.

## CART WHEELS.

Likewise used as a phrase to impress upon one the value of ten dimes—or multiples thereof.

### TWO of either

if sent to Subscription Department of MOTOR AGE at any time previous to January 1st, will entitle subscriber to **One Year Subscription** dating from February 1st. Issues previous to that date being sent as a **premium for immediate subscription**, thus including the **Extraordinary New York Show Number**, which will contain illustrated descriptions of all automobiles and automobile parts and appurtenances exhibited at that show—being practically representative of the entire trade, and a series of articles that will be commenced immediately upon the subject of **Operating and Caring for an Automobile**. These articles being written by **Mr. Charles E. Duryea**, the pioneer automobile builder of America.

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